



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IF YOU VISIT THE CINEMAS frequently and your eyes get tired, you should be fitted with accurate glasses FOR YOUR EYES' SAKE

N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,241

號一十四百二第第二第

日五廿月三年亥癸

HONGKONG, THURSDAY, MAY 10th, 1923. 四拜禮

號十月五年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY
BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climates, lighter than the well-known Red Triangle.

**CALDBECK,
MACGREGOR
& CO., LTD.**

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE: CENTRAL, No. 75.

SPORTING.

SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.

Sportmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
5-6, BEAconsfield ARCADE.

A LING & CO.,

19, Queen's Road Central, Hongkong.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing Printing and Enlarging Undertaken.
Telephone Central 1219.

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.00 a.m. Every 15 minutes	
8.00	11.00
11.30	12.30 p.m.
12.40	Non stop
12.47	Stopping
12.57	Non stop
1.04	Stopping
1.13	Non stop
1.20	Stopping
1.30 p.m.	2.30
2.40	3.30
3.40	7.10
7.20	Non stop
7.27	Stopping
7.37	Non stop
7.44	Stopping
7.54	Non stop
8.01	Stopping
8.10	Stopping
NIGHT CARS	
8.50 p.m. to 9.00 p.m. Every 15 minutes	
9.30 p.m. to 11.00 p.m. Every 30 minutes	
11.15 p.m.	11.45 p.m.
SATURDAY	
Extra Car—12 Midnight	
SUNDAY	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 9.30 a.m. Every 15 minutes	
9.30	11.00
11.15	12.00 noon
12.00 noon	1.00 p.m.
1.00 p.m.	2.30
2.30	4.30
4.30	6.30
6.30	7.10
7.20	Non stop
7.27	Stopping
7.37	Non stop
7.44	Stopping
7.54	Non stop
8.01	Stopping
8.10	Stopping
SPECIAL CARS	
BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDINGS, DES VUEX ROAD.	

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local

A REAL DRINK

"BOAR'S HEAD" BRAND

GUINNESS FOREIGN EXTRA



STOUT

A WORLD-WIDE REPUTATION.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
No. 8, QUEEN'S ROAD CENTRAL,
Tel. Central No. 135. HONGKONG. [183]

DAIRY FARM NEWS

JUST LANDED,

A Fresh Consignment of

"KRAFT LOAF CHEESE"

The Perfection of Flavour,
Uniformity and Excellence

NO RIND NO WASTE

80 Cents Per lb.

THE LETTERHEAD

A badly printed letter-heading on cheap and indifferent paper is not a good recommendation for any firm, as it gives an impression of either poverty or lack of taste. The use of a high grade Letterhead has an effect on the recipient of the letter which cannot be exaggerated.

Call and see our Specimens, or 'phone Central 185, and our Representative will call upon you.

KELLY & WALSH, LD.
PHONE 185 : : : PHONE 1916

W. P. SIMPSON

(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING,

Queen's Road Central,

2nd Floor.

THE TOMB AND THE KING. MYSTERY STILL UNSOLVED. TUTANKHAMEN AND HIS TIMES.

The following article (*The Times* says) has been written in reply to many requests for an exact account as is possible of the life and personality of the Pharaoh whose name has become a household word since his tomb, with its marvellous treasures, was discovered by Lord Carnarvon and Mr. Howard Carter.

A vast amount of the world's literature on Egypt has been rendered out of date by the discoveries of Lord Carnarvon and Mr. Carter. All books, especially, that deal in a general way with the subject of Egyptian art will have to be rewritten. But the direct light thrown on history—even on the contemporary events of Tutankhamen's reign—is so far negligible. There are features which suggest new theories about the personality of the King himself, about his relationship to the "heretic" religion and other matters; but the non-discovery of any papyrus, with the scantiness of the inscriptions and the rough, apparently hasty, character of the mural decorations—themselves confined to the sepulchral chamber itself—make the amount of positive information gleaned very slight. More may come. There is much yet to be investigated; but it is extraordinary that, while Tutankhamen's name has become a household word all over the civilized world, we still know almost nothing of the man himself. We are equally ignorant of his origin, the precise date of his accession, the length of his reign and of all its incidents, and of the time and manner of his death. What we do know is that his reign marked the close of, perhaps, the most interesting and picturesque episode not only in Egyptian but in all ancient history.

Under the Pharaohs of the Eighteenth Dynasty, which through the military prowess of Thutmose (Thothmes) III, the Egyptian Empire reached the zenith of its glory; but fifty years after the death of that great warrior-king—that is, by the beginning of the fourteenth century B.C.—under his less vigorous successors, signs of trouble were already showing themselves on the borders of his dominions. The trouble was not, apparently, yet serious when Amenhotep III. died in 1371; to be succeeded by his son, Aakheperenre, who was a weakling, almost deformed, gentle-hearted, devoted to his wife and family, and a lover of created things. Amenhotep IV., the Heretic King, was a different man. He deposed the great God Amen and all the old Pantheon, and in their stead, set up the worship of the One God, Aten, beneficent and omnipresent. For purposes of worship Aten was personified as the Sun, but the king himself struggled to make it plain that the true Deity was not the Sun itself, but the vital force residing in the Sun's creative warmth, and it is difficult not to believe that he himself saw further than that. In elaborating the new religion he built up the fabric of a faith which in many ways fore-shadowed Christianity with extraordinary closeness. In its entirety Aten worship was infinitely more beautiful and more spiritual than any religion held by man, of which we have knowledge, at so early a date.

In zeal for his new religion he changed his own name (dropping from it the name of the old God Amen substituting the new God Aten) from Amen-hotep to Ikhn-Aten. His capital city of Thebes was soaked in and dominated by the ancient cult, the priesthood of Amen being, next to the Pharaoh himself, the greatest power in the State. So he deserted Thebes and, further down the Nile, built himself a new and wonderful capital, devoted entirely to the worship of the new God, the City of the Horizon, where what we know as Tell-el-Amarna is now. Hither he transferred his Court, and here he lived his life, engrossed in the propagation of his new faith and careless of the well-being of his empire. But around him, doubtless under the impulse of the new religion, there grew up a new school of art; and it is to it that we owe the incomparable beauty of his monuments and his private life. History shows us few personalities more winning than that of the Heretic King; but his gentleness spoiled the wreckage of his dynasty. He left no son, and on his death there followed a period of chaos, the duration of which most authorities place at eight years, until the strong hand of the soldier Horemheb began the work of rebuilding the shattered glories of the kingdom. For the next eight years these shadowy kings occupied for time the throne, and there may have been other temporary usurpers. One of these three—the second—was Tutankhamen.

No obscure is this period that there is great uncertainty and has been no little controversy about the dates. Those who accept eight years as measuring the interval between Ikhnaten's death and Horemheb's accession generally allot three of those eight years to Tutankhamen's immediate successor, Aakheperenre, the immediate predecessor, Smenkhara, may not have occupied the throne individually at all, but may have only reigned as co-regent with Ikhnaten in the latter's last years. But, omitting Smenkhara and making no allowance for any inter-regna which may have occurred, there are, by this computation, only five years as a maximum during which Tutankhamen could have been king.

CONFLICTING EVIDENCE.

And who was Tutankhamen? The belief of the majority of authorities is that he was not himself of Royal Blood. The title to the throne in those days descended through the female line, and it is generally assumed that Tutankhamen's right to succession came through his wife, who was the third daughter of Ikhnaten. The eldest daughter had married Smenkhara (apparently also not Royal in his own right) who, as we have seen, was Tutankhamen's immediate predecessor. The second daughter had died. The husband of the third daughter, therefore, now succeeded. All of which would have been regular; and finally, Tutankhamen's Aye, who was a priest, married the nurse of Ikhnaten's queen, which, in default of any better pretender, seems to have established claim enough.

Tutankhamen's wife, we know—or think we know—was born in the eighth year of her father's seventeen-year reign, and was married two years after his death, when she would have been about twelve years old.

That was not, in those days, an especially early age for marriage; nor can we deduce therefrom any safe inference as to her husband's age. A grown man—especially for the purpose of establishing his right to the throne—might marry a princess still in her infancy. None the less, it would have been entirely in accordance with custom if the husband, in this case, Tutankhamen, was but little, if at all, older than his wife, the two being married as children, his first years, then, until he was sixteen, being probably under a regency. Tutankhamen, at the end of his—at most—five-year-long reign, would have been under eighteen at the time of his death. It is known that certain indications from his garments found, his status, and the character of the tomb itself, have led some of the experts engaged on the work at the tomb to the independent conclusion that in fact he died at some such early age.

Much of the foregoing, however, it will have been seen, is little more than surmise; and there are, in fact, authorities who by no means accept all these conclusions. There is one piece of apparently good evidence which speaks of an event of the eighth year of Tutankhamen's reign. Those who accept this place the interval between Ikhnaten and Horemheb at considerably more than eight years. Also there is one equally good piece of evidence which at least suggests that Tutankhamen was Ikhnaten's brother. In that case he was much more than a boy—probably over twenty—when he came to the throne, and must have been nearer thirty than eighteen when he died. The most that can be said is that the majority of authorities seem to favour the other view.

SOME SOLID FACTS.

Amid all this perplexity, however, certain solid facts there are that we can grasp. It was Tutankhamen who finally reverted from the monotheistic worship of Aten back to that of Amen and the old gods. His name, once more, tells the story. When he came to the throne he was Tutankh-Aten; but, reversing the process of Ikhn-Aten, he changed it to Tutankh-Amen. Also he deserted the City of the Horizon and brought his capital back to Thebes. We call well believe that in the ruin which the new religion had brought upon the Empire, the people rejected it and yearned for the old gods. Certainly the priesthood of Amen would have used all their power to stir the people to rebellion against Aten, and all the deep-rooted influence of Thebes would have been with them. Whether from conviction or from policy, Tutankhamen purged himself of the lovely but baneful heresy and gave the people all their old idols to worship. Not only that, he set himself with vigour to prove his zeal.

True, there are confusing symptoms even here. On articles found in the present tomb, as elsewhere, the earlier names of Tutankhamen have been allowed to survive in company with the later and more orthodox; and there are other details hard to reconcile with a zeal as all-devouring as his was supposed to be. Some have even been led to suggest that—disregarding, perhaps, at the overweening pretensions of the newly-restored priests of Amen—he once more relapsed at some time into heresy. This is over-purged as an explanation of the peculiar vindictiveness with which, after he was gone, his memory seems to have been pursued by Horemheb when the latter came to the throne; for Horemheb appears to have devoted no inconsiderable portion of his time to hunting up records of Tutankhamen for the purpose of destroying them. That was, in itself, not exceptional in the attitude of one Pharaoh to his predecessors; but in this case it has all the appearance of personal malignancy. Even so, however, it seems more natural to assume that whatever bitterness there was sprang from some slight put upon Horemheb by the king in his lifetime. Horemheb was a soldier. From the tomb of one of his viceroys, we learn that Tutankhamen received tribute from Syria or Palestine; and a suggestion has been made to identify him with a king who, about this time, fought some sort of a battle "in Asia."

A LIVING PRESENCE.

There is a portrait bust of Tutankhamen at Cairo, found at Karnak, which obviously does not represent the figure of a robust man. There are those, indeed, who see in it evidences of consumption "which the artist has not been sufficient wisdom to justify the diagnosis of a modern physician." And here it is easy to flounder in a very quagmire of conjecture. Were his apparent religious vacillations only the result of a sickly constitution, already undermined by the disease that caused his early death? And then we must remember that it is not yet established even that he did die young.

Could anything, then, be more dramatic, anomalous, than the present situation? Here we are in possession of scores and scores of the most intimate possessions of the dead king—his furniture, his clothes, his chariots—the things which he daily touched and used and wore. We have his portrait statues and his name is everywhere: his old name in places, his new name in a hundred repetitions on all sorts of articles. His very body, we doubt not, lies, as it was originally laid, almost within arm's reach, inside those tabernacles. But of him, his life, his acts we know of a certainty almost nothing. The tomb seems filled with his living presence; every object touched with memories of him, fresh, almost, as on the day he died. But he himself—his personality, all that he was and did—eludes us: a name, a shadow, a thing of controversy, and conjecture.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartridge, F.R.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located at 55, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a faulty—Ayer. [503]

NOW ON SALE.

THE DIRECTORY AND CHRONICLE

OF
CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,
PHILIPPINES, NETHERLANDS INDIA, ETC.

FOR
1923

SIXTY-FIRST YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS

ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES.
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST.
GOVERNMENT AND OFFICIAL DEPARTMENTS.
15 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
TRADE-CENTRES OF THE FAR EAST.
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE NAVIES.

1,800 Pages

1,800 Pages

Complete Edition \$12 local currency
Abridged Edition \$8

AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desirous by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

ASK FOR



IF YOU ARE A CONNOISSEUR.

OBTAINABLE EVERYWHERE
H. RUTTONJEE & SON.

[463]

"SMOKERS' CIRCLES"

Get them at the

HONGKONG CIGAR STORE, LTD.

and enjoy a clean
comforting smoke.

[483]

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong.
BRANCHES:
Shanghai—51, Kiangso Road.
Hankow—British Consulate.

CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.
Attractive rates for all kinds of Deposits.
Inquiries are welcome.

T. H. MAL, Manager.

[1923]

RUSSO-ASIATIC BANK.

Capital (Fully Paid) 25,000,000 Roubles.
Reserve Fund " 25,000,000 "
Capital Contributed by the Russian Government 3,500,000 "
Reserve Fund " 1,750,000 "

HEAD OFFICE:
Rue de la Bourse, 12.
BRANCH OFFICE:
64, Old Broad Street, E.C.2.

BRANCHES IN ASIA:
Changhai, Hankow, Manchouli, Tientsin, Chifoo, Harbin, Newchwang, Urumchi, Peking, Hongkong, Yokohama, Haikow, Khabarovsk, Shanghai.
BRANCHES IN EUROPE:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyon: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
New York: The Irving Bank—Columbia Trust Company.
San Francisco: The Crocker National Bank of San Francisco.

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS, Manager.

THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.
DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELLERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

WORLD THEATRE

THURSDAY to SATURDAY (10th to 12th May).

at 5.15 P.M. and 9.15 P.M.

WILLIAM FOX

PRESENTS

PEARL WHITE

in

"KNOW YOUR MEN"

A DRAMA OF WOMAN'S STRENGTH
AND WOMAN'S WEAKNESS.

2.30 & 7.15 p.m.

"THE RADIO KING." Episodes 9 & 10.
(Final Episodes.)

USUAL PRICES.

BOOKING AT THE THEATRE.

NOTICE.

MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.,

WINE & SPIRIT MERCHANTS;

LONDON.

The Agency for this Old Established, and Well Known
Firm has been transferred from CARTERS, to JAMES
H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

YE OLDE PRINTERIE, LTD.

HAVE REMOVED TO

14 QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Manager.

SOUTH MANCHURIA RAILWAY

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA), EAST OF MUKDEN.

SUMMER HOLIDAY
RESORTS

SOUTH MANCHURIA AND CHOSE

HOSHIGAWA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts Miles from charming Walks and Drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocks Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort rivaling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Chonji Hotel (11 rooms) at Chonji.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO.
Illustrated Booklets and all Information put free on request.

Applications may be sent to the Hotel Managers at the various resorts or to
THE SUPERINTENDENT OF RAILWAY TRAFFIC Department
Cable: Add. Manjeon.
Codes: A.B.C. 6th Ed., A1 & Liebers

EXPANDED METAL

THE PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS

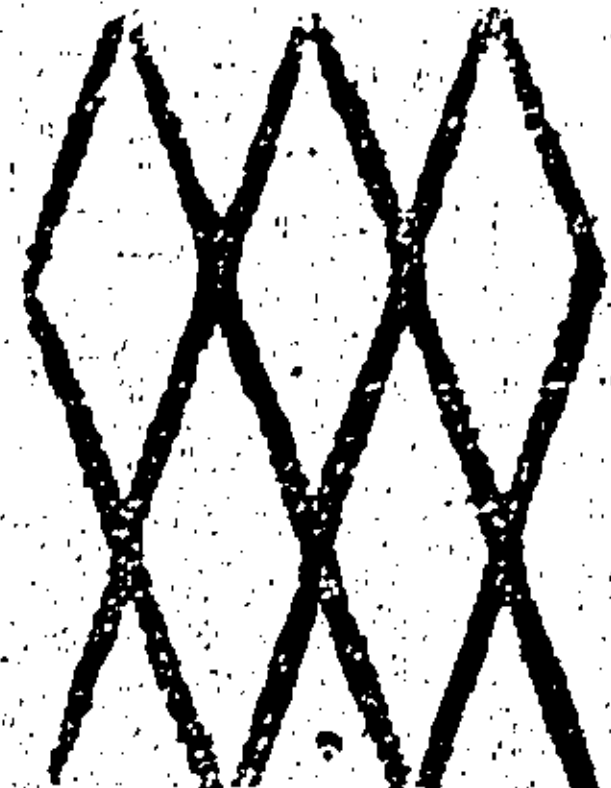
USED IN

NUMEROUS

IMPORTANT

WORKS

IN



FOR

FLOOR

ROOF.

FOUNDATION

WALL.

ETC.

GREAT BRITAIN AND AMERICA.

STONE LIST, PAMPHLETS, AND PRICES ON APPLICATION

Questions for Description of Machinery or Engineering Plans on application to

DODWELL & CO., LTD., Machinery Dept.

PICKWICKIAN REVIVAL

"THE CLUB OF THE THRIFTY TRAVELLERS."

In the days of coaching the traveller learnt to know, witless Pickwick, England and his fellow-countrymen as he knew his home. The railway came and the passenger had a vague vision of the countryside, an hour or two in the place he went to visit, and returned, knowing more of the real England than he knew when he left. Now, however, the road has come into its own again, but its appreciation belongs not to those who fly blindly along in private motor-cars, but to the humble folk who use the motor-omnibus just as their ancestors used the coach.

It was for this reason that M. Dupont, who was once a member of the famous Paris Club of the Thrifty Walkers and had approved its only rule, "One drink to the kilometre," suggested the formation of a London society, to be called the "Autobus-ers," a name that was amended for the sake of euphony to the "Club of the Thrifty Travellers," with the reservation that when it became popular it would probably be nicknamed the "Mobsters," since its members would travel through England for the sake of adventure and the study of human nature, exclusively by ordinary motor-buses.

M. Dupont was inspired by Pickwick. Like many Frenchmen, he adored Dickens, and once was partly responsible for the production of Pickwick on the Paris stage, a production which still arouses hilarity in the minds of superior Englishmen. He certainly dressed the part when he left Golder's Green for the first trip of the Club from London to Bedford by ordinary motor-bus routes. He had unearthed an extraordinary document with three of four separate copies, such as Mr. Weller wore, which in French is called a "carriack," and a curious cap, with ear-flaps tied at the top with black tape, a fashion handed down to posterity in an early illustration of Sherlock Holmes travelling in pursuit of a criminal. He also carried a travelling "shawl," which he explained was Mr. Pickwick's "shawl."

THE GREEN DRAGON.

The bus which leaves Golder's Green at 10 a.m. reaches St. Albans at 11.26. It is a nice, jiggling, unburied country bus, and M. Dupont noted for the Club records that the half-way stop at the Green Dragon, where they watered the bus, was long enough to make refreshment possible, if only the passengers had known and licensing laws permitted. Otherwise up to St. Albans there was little worthy of remark. The weather was that April weather of fitful sunshine and showers, to which England has become accustomed in every month except April, and as it was accompanied by a cold north-east wind, M. Dupont was chilly and rather fretful at St. Albans. Fortunately, a glass of good old ale and a fire at a sympathetic inn restored his circulation.

The Road Motor bus left at 11.43, and landed the Club at 12.30 "Luton," said M. Dupont, "is a town without excuse of existence apart from the hotel which gives us a good lunch, and reasonable Burgundy." It rained, and it was early closing day. M. Dupont's reflexions on the weather and early closing day belong to the Club's secret documents.

In fair spirits, none the less, the Club left Luton at 3 p.m. in a National Motor bus due at Bedford at 4.50. The rain turned us from "outsides" into "insides" in the Pickwickian sense, but henceforth M. Dupont's notebook and pencil were almost continuously busy. To begin with there was the conductor, whose politeness converted into a combined sneeze and cough the explosion called up by M. Dupont's costume.

From the conversation that followed M. Dupont noted one remark, the more amusing in that it was made at the small village of Clapham, melancholy under torments of rain. London is a dead alive place in weather like this.

Also the President and founder of the Club noticed that the conductor neglected the same tune unceasingly, at least M. Dupont said it was a tune, and asserted that all three conductors he had travelled with that day were practising the same tune. The rest of the Club dissented from this view, but M. Dupont insisted that there must exist a secret society of bus conductors, and that their magic sign was the whistling of this elusive tune. The matter was referred for fuller consideration to a general meeting.

AN EXPECT CASTAWAY.

The sun came out, and the Club adjourned to the top of the bus. There followed a shabby little man with a long nose, beady eyes, and haggard face, on the bones of which the skin hung in wrinkles much as drying clothes cling to the outline of the bodies on which they are stretched. Unasked and unknowing he laid before the Club of Thrifty Travellers his life and its philosophy. He was, no doubt, professionally, as he said, a traveller in timber, but in point of fact he was an expert in the gentle art of being stranded. "Stranded!" asked M. Dupont, doubtfully, "shipwrecked?" "Dans la déche dans la mouine, sans le cou," explained the Secretary of the Club.

Our friend, whom we learnt afterwards from the conductor was known as Artful Sam, was on his way to Bedford from his small village with the definite intention of being stranded. He had just enough money to pay his omnibus fare, but that did not matter, as he knew a place where he could get tea on tick and a man who would lend him his fare back. "I have several friends," he said, "at Bedford; so I have at Luton, and St. Albans, and London, too. I have been stranded there over so many times. The greatest thing in life is to be ready to be stranded anywhere. The best way is to borrow two shillings from a man; then borrow two shillings from another and pay back the first chap at once. That way you are a shilling to the good and have first-rate credit with the first man. Next day you can borrow three shillings from him, pay off the two shillings debt, and again be a shilling to the good. Not many people would think of that, would they?" "No," said M. Dupont, truthfully, "I am of your advice."

"COKHUS OF MESPOT"

A UNIQUE SERVICE IN THE EAST.

Sir Percy Cox, British High Commissioner in Bagdad, has been in London recently to advise the Cabinet on the question of whether Britain should get out of Mesopotamia. Sir Percy is in many respects a very remarkable man, and he has a record of service in the East which is unique, writes "A Friend" in the London Daily News.

Next year he will celebrate his sixtieth birthday, and his fortieth year of service under the Crown. Thirty-five years ago he began a career in the East, which is now drawing to its brilliant close.

He knows India, he knows Somaliland, he knows the Trucial Coast, Persia, Arabia and Mesopotamia are an open book to him. He has more experience and more knowledge of these lands than any other living man. His life-long friends are powerful chiefs, sheikhs, Emirs, Kings and Shahs.

For five years he toiled in the torrid Presidency at Muscat, the oven of the Persian Gulf; from thence he moved to the infernal heat of Bushire. When war broke out he was the uncrowned King of the Gulf. He landed, as Chief Political Officer, with the first troops of that Expeditionary Force which eventually fought its way from the sea to Mosul. For two years he was our Minister at Teheran.

He knows the Arab, the Persian and the Kurd better than they know themselves. He speaks their tongue and thinks their thoughts.

His name is a password from Cairo to Teheran. Kings and princes hang upon his lightest word, and the British Government is guided by his judgment and acts upon his advice.

In personal appearance, he is tall, thin and soldierly. Clean-shaven, thin-lipped, he holds himself very straight. He gazes upon you with an inquiring air over his piece of nose, but always he is cool, unflustered, unperturbable. When one has spent the best twenty years of one's life in the Gulf and Mesopotamia, coolness counts for a great deal. Sir Percy has the unique faculty of being perfectly cool and fresh when the thermometer is about one hundred and twenty-five in the shade. All his spare time is devoted to natural history, and he has sent home to the Zoo many a strange bird, beast and insect. His collection of Oriental stamps, which would make the mouth of a philatelist water, was presented by him to the King.

He is an Honorary Major-General in the army, G.I.E., K.O.L.S.I., K.C.M.G., he has every Arab honour that exists. His parents christened him Zachariah, but to the Arabs he will always be "Cokhus."

THE SCRAMBLE FOR OIL.

BRITAIN, FRANCE, HOLLAND AND AMERICA.

The text of the Federal Trade Commission's report, published on March 28th, detail (writes the Daily Telegraph's New York correspondent), to substantiate the charge, that British and Dutch interests, while securing control of large oil properties in the United States, discriminated in their own territories against American oil interests.

The Commission's report is apparently based chiefly on Consular reports and extracts from the alleged orders of foreign Governments that prospecting and mining leases be granted only to their own nationals. Considerable space is also given to what is termed the world-wide grip which the Royal Dutch-Shell Company has upon oil production, and the fact that out of a total production of 472,183,000 barrels in the United States in 1921, the Royal Dutch-Shell produced 9,032,000 barrels. It is pointed out that the world production of oil in 1921 was 705,000,000 barrels, of which the Royal Dutch produced 94,033,000, and the Commission quotes an extract from the company's annual report urging its agents not to be outstripped in the struggle to obtain new territory. On such slender material the Commission bases the sweeping claim that the Governments of Britain, France, The Netherlands, and other countries are practising restrictive measures in not according equal rights to American citizens. The report discloses that the chief complaints to the American State Department came from Standard Oil interests, which according to British authorities, are jealous of the great strides being made by foreign companies in the development of the world's oil resources.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

May 9th, 1923.

Hongkong and Shanghai Banks	1,095 s.
Union Insurance	235 s.
Douglas Steamships	4 s.
Steamboats	43 s.
Langkate (Combined)	11 s.
Kowloon Wharves	177 s.
Whampoa Docks	170 s.
Hongkew Wharves	22 s.
Hongkong Lands	400 b.
Ewo Cotton Mills	14 s.
Cements	28 s.
China Providents	21 s.
Dairy Farms	25 s.
Waterboats	17 s.
Watsons	18 s.
Hongkong Electric	37 s.
China Light	14 s.
Hongkong Trams	24 s.

b—buyers; s—sellers; a—sales.

"Everybody needs one!"



Remington Portable

SMALL—STURDY—STRONG—HANDY—EFFICIENT—DEPENDABLE

STANDARD KEYBOARD.

VISIBLE WRITING.

42 WRITING KEYS.

NO SHIFTING FOR FIGURES.

CASE FOUR INCHES HIGH.

WEIGHT WITH CASE 10 LBS.

MUSTARD & CO.

17, Connaught Road Central.

Tel.: Central 1186.

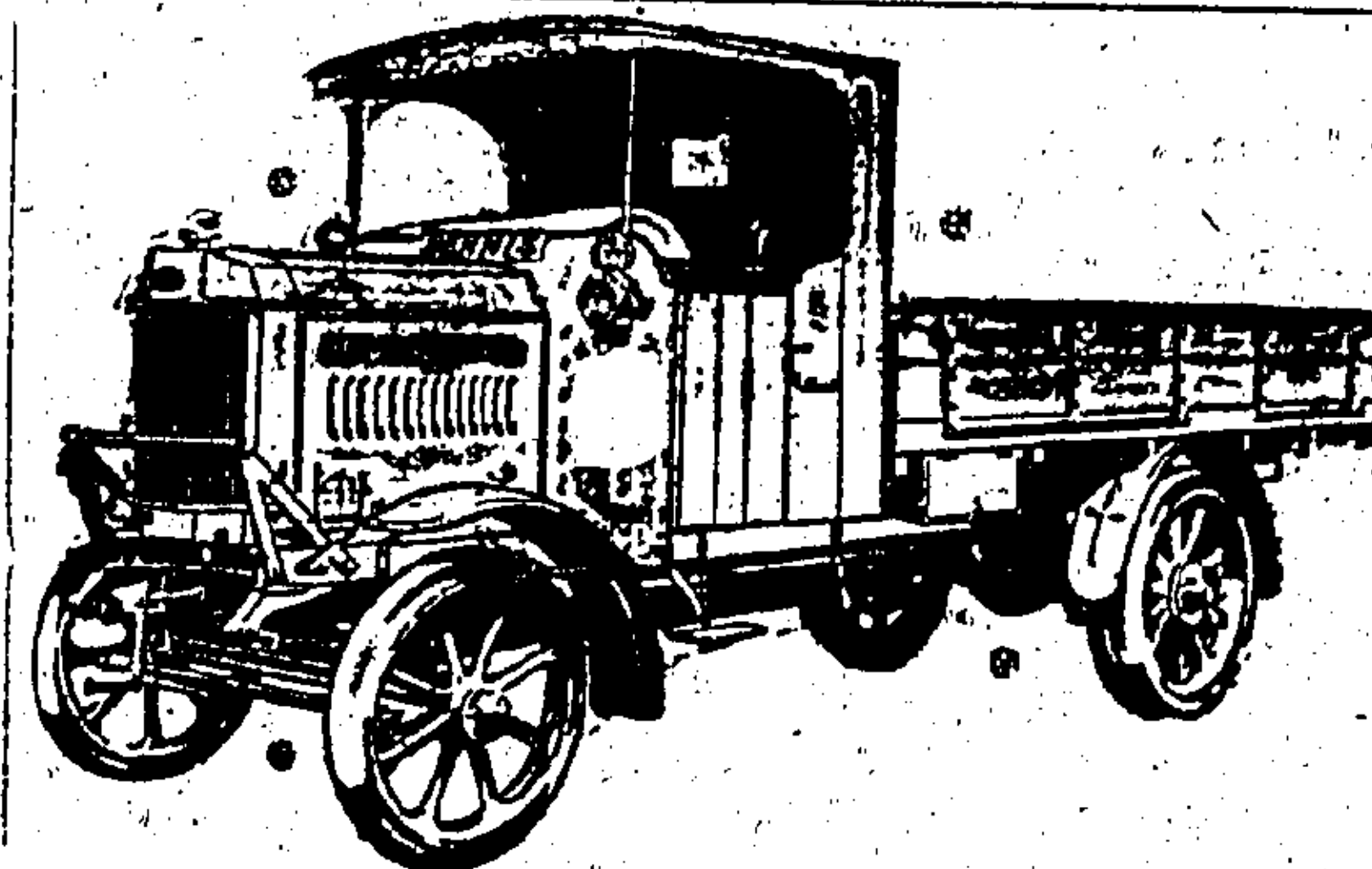
DENNIS

Dennis
MOTORS

2 1/2 TON CHASSIS

£740

C.I.F. HONGKONG



For Particulars Apply to Sole Agents for Hongkong and South China:—

ALEX. ROSS & CO. (CHINA), LTD.,

Bank of China Buildings,

Telephone: Central 2487.

HONGKONG.

REMOVAL.

We beg to notify the Public of Hongkong that We have removed to Corner of POTTINGER STREET and DES VOEUX ROAD Next to Fire Brigade Station.

NIKKO.

28th February, 1923.

PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY,

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)



JOHN I. THORNYCROFT AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Glasgow.
PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 4,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER),
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.
FOR QUOTATION, APPLY—
ROBERT DOLLAR BUILDING, SHANGHAI.

HANAN WHITE SHOES
Made of a super quality White Canvas with solid leather soles and heels. Best workmanship, no wavy seams, knotted threads nor harsh linings to irritate your feet.
HONGKONG AGENTS
MACKINTOSH & CO. LTD.
MEN'S WEAR SPECIALISTS.
Alexandra Building. Des Vaux Road.

YEE SANG FAT CO.
Never Too Hot—Loose Fitting
B. V. D.
Coat Cst. Undershirts and
Knee Length Drawers
\$1.75 a Garment.
Union Suits
\$3.50 a Suit.
SILK SOCKS
WHITE, BLACK & COLOURED
Prices \$1.25 a Pair.
YEE SANG FAT CO.

EVERYTHING ELECTRICAL
Including the World's Most Fascinating Hobby, Radio.
WIRELESS OUTFITS.
These may be had complete, or you can obtain the necessary parts and build your own outfit.
HONGKONG HOTEL CO., LTD.
ELECTRICAL DEPT. PEDDER ST.

BRUNSWICK
PHONOGRAPHS & RECORDS.
Musical Instruments,
Slazenger's Tennis
Racquets & Balls.
BRUNSWICK STUDIO.
17, ICE HOUSE STREET.

THE SHANGHAI RACE CLUB. NEW REGULATIONS CONCERNING PURCHASE OF PONIES.

We understand that from the middle of this month a number of new rules will come into force governing the size and purchasing of ponies to be entered for the races held under the auspices of the Shanghai Race Club.

Regarding size, no pony of more than 14 hands, high will be allowed to enter for the races and all ponies will have to be inspected by Messrs. Keylock and Pratt, who have been appointed official measurers and auctioneers for the Club.

As to the purchase of ponies, drastic regulations have been adopted with the object, apparently, of preventing any one purchaser being able to monopolise the purchase of the best ponies. In the past it has been the custom for many owners to buy direct from Manchuria at big prices, thus in a measure depriving the small owner of a reasonable chance of success. On and after the middle of the month all races are to be confined to ponies purchased at a public auction conducted by Messrs. Keylock and Pratt.

There are, of course, certain exceptions to this rule, the main exception being that it does not include ponies already accepted by the Club. Griffins (except subscription griffins) put up for sale are to be advertised for a certain number of days before the date of the auction.

A fund is also being established by the stewards of the Club and the International Recreation Club to finance approved dealers who will purchase the griffins and offer them for sale at the auction. By way of encouragement, bonuses of \$1,000 each are to be paid to dealers importing winners of the following races run on the Shanghai Race Course: The Griffin Stakes, The Maiden Stakes, The Derby, and the St. Leger.

However, each country has its own customs and habits. The mere fact that China has perfected her own judicial system will not suffice to win the Powers' recognition thereof. Once China's judicial system has been raised to the same level as that of her senior countries, the Powers will hardly grudge her recognition, even without a reminder from her.

SOME ORIENTAL STUDIES. REMARKABLE PARALLEL ANECDOTES—GREEK AND CHINESE.

The latest Bulletin issued by the school of Oriental Studies (London University), contains many interesting papers. Sir George A. Grierson, K.C.I.E., contributes a translation of the Lay of Brahama's Marriage, an episode of the Alha-Khand, that popular North Indian ballad relating the exploits of the famous Alha and Udaya.

The long epic poem has an added interest in that Sir Charles (then Mr.) Eliot stationed near the ancient city of Kanauj, found several of the wandering minstrels, or singers of Alha, and employed one of them to compile a complete set of the twenty-three ballads from their joint memories. The poem was thus rescued and later printed. Portions have been translated into English ballad metre but the greater part is still a sealed book to English readers. Sir George Grierson's translation deals with one of the cantos not touched before. This specimen of the ballad poetry of Northern India, as he says, strongly reminds the reader of British border ballads.

CONFUCIUS ANECDOTES.
Three papers are also included relating to China. Lionel Giles gives two very remarkable parallel anecdotes in Greek and Chinese, the first about Confucius as follows:

"Confucius was travelling once over Mount Tai when he caught sight of Jung Chi-chi roaming in the wilds of Ching. He was clad in a deer-skin, girded with a rope, and was singing as he played on a lute. 'My friend,' said Confucius, 'what is it that makes you so happy?' The old man replied: 'I have a great deal to make me happy. God created all things, and of all creatures man is the noblest. It has fallen to my lot to be a man; that is my first ground for happiness. Then there is a distinction between male and female, the former being rated more highly than the latter. Therefore it is better to be a male; and since I am he, I have a second ground for happiness. Furthermore, some are born who never behold the sun or the moon, and I have never emerged from their swaddling clothes. But I have already walked the earth for the space of ninety years. That is my third ground for happiness. Poverty is the normal lot of the scholar, death the appointed end for all human beings. Abiding in the normal state, and reaching at last the appointed end, what is there that should make me unhappy?—What an excellent thing it is, cried Confucius, to be able to find a source of consolation in oneself!'"

GREEK PARALLEL.
The Greek parallel is found in Plutarch's "Life of Marius" as follows:
"Plato, when his end was drawing near, gave thanks to his familiar spirit and to Fortune for that, in the first place, he had been born a man and not a brute devoid of reason, and in the second, a Greek and not a barbarian; and moreover, that his birth had happened to fall within the lifetime of Socrates."

Other parallels for the same anecdote are found in a passage in Diogenes Laertius who probably lived in the second century A.D.; and in a saying which Hermetippus in his "Lives" attributes to Thales but which is sometimes told of Socrates. According to Hermetippus, Thales used to say he gave thanks to Fortune for three things in particular: firstly because he had been born a man and not a beast; secondly because he was a male and not a female; and thirdly, a Greek, not a Barbarian. The author of the work containing the Chinese anecdote is thought to have been a contemporary of Socrates, and it is certainly remarkable that he should have written yet another passage which finds a striking parallel in Plutarch. This anecdote Mr. Lionel Giles also quotes together with Plutarch's translation of the anecdote.

The two other papers dealing with China relate to Chinese records of the Arabs in Central Asia (H. A. H. Gibb); and the text and translation of grammophone records in Mandarin and Cantonese.

CHINA'S JUDICIAL SYSTEM. A JAPANESE OBSERVER'S OPINION.

Mr. S. Miyake, Counsellor in the Ministry of Justice, additionally holding the Secretaryship of the Foreign Office, Tokyo, who had been inspecting the judicial system of China, is credited in the *Manchurian Daily News* with the following expressions of opinion:—

China, as a State, looks upon the question of extraterritorial jurisdiction as a serious derogation of her prestige, and is naturally doing her utmost to get it withdrawn. The same issue was once contested very warmly in Japan, and it was in the midst of the excitement that caused the whole nation that the late Marquis Okuma, then Foreign Minister, was dynamited, and luckily escaped with the loss of one leg.

Turkey and China are the only countries in which the extraterritorial jurisdiction system is still suffered to be maintained. Turkey was once quite ready to go to war on this problem. Small wonder that China, who is very sensitive of her *amur propre*, is badly worked up.

The judicial system of China has shown signs of wonderful development, compared with five years ago, when I made my first inspecting tour. I can quite understand, with what vim and energy China's judicial officers have been hard at work towards securing a happy settlement.

At present, China is badly torn up by powerful military exponents and there is great financial distress—the pay of Government officials being too often in arrears.

The judicial officers, who have to exercise their functions independently, cannot escape the pressure of these war-lords, and their position is all the more worthy of sympathy.

In the face of these obstacles, the judicial authorities of China have been striving to uphold the sanctity of justice, and to enlist the recognition of the Powers of their ability to administer justice in a proper manner.

However, each country has its own customs and habits. The mere fact that China has perfected her own judicial system will not suffice to win the Powers' recognition thereof. Once China's judicial system has been raised to the same level as that of her senior countries, the Powers will hardly grudge her recognition, even without a reminder from her.

The question is whether or not China's judicial system is already on the same plane as that in senior countries. I am in no position to commit myself either way on this point. This much I may say. There is no denying the improvement of the system in China in the brief span of time since the Revolution. Its perfect development may be expected safely in the near future.

Foreign critics do not seem to be ready yet to withdraw their severe criticisms from China's judicial system, but they ought to remember that the judicial system of one country must be adjusted to its own peculiar conditions.

China has moulded her judicial service after Japan's. The institution in China that has received the deepest Japanese impress is the judicial system.

How the application of laws, etc., in China came to leave more to be desired than in other countries must be ascribed to her chaotic state.

The judicial system of China is developing and nearing perfection more than any other institution, and every assistance should be rendered by the Japanese towards perfecting it.

EXPLORERS' CABAYAN LOST ON MONGOLIAN ROADS.

A BANDIT OUTRAGE IN MONGOLIA.

A message from Peking says:—

A serious setback to the work of the Third Asiatic Expedition, for this season occurred when a caravan of sixty camels, bearing most of the staple food supplies and gasoline for the summer, disappeared long ago as it was en route from Kalgaun to Erlik. The assumption is that bandits made off with the entire caravan, though attempts to locate exactly where or when the road was left have failed.

The caravan left Kalgaun about April 1st, and was due to reach Erlik about the time that the party of scientists reached the same point after leaving Kalgaun by motor car some three weeks later. Not having passed the caravan before reaching Erlik, although nearly the same route was followed, the scientists assumed that the camels had reached their destination. But when the motor cars came in there was no sign of the camels. Both Mr. Roy Chapman Andrews and Dr. Grainger have gone over the trail since, without locating the caravan.

An alternative theory to suggest by bandits is that the leader of the caravan, hearing the reports of bandit activities along the regular caravan route, made a detour to escape capture. The caravan was in charge of the men that were with the Expedition last summer, and not the slightest suspicion rests on them.

A small advance party had gone ahead with supplies of food, etc., to last a short time. But if the main caravan cannot be located soon, it will mean, in all probability, that the work of the Expedition for the summer will have to be given up, as the summer's stocks of flour, sugar, jam, etc., as well as gasoline for the motor cars, had been dispatched from Kalgaun on the camels. The "China Daily" says that the caravan had disappeared, if not impossible, to secure supplies and re-equip a new team caravans in time to get into the field for any effective work before the snows come.

This loss is particularly discouraging because of the remarkable success last year in carrying out the plans for making connection between the motor cars and the camel caravans.

THE "DOMESTIC TENEMENT" CASE. APPEAL DISMISSED BY FULL COURT.

Judgment was given in the Court of Appeal yesterday morning in the "Domestic tenement" case, in which the Nan Yang Tobacco Company, Limited, appealed against the decision given by the Chief Justice (Sir William Rees Davies) last July in favour of the Procureur General of the Societe des Missions Etrangeres, when the latter applied for possession of certain godown and factory premises in Caroline Road.

The Appeal Court consisted of the Chief Justice (Sir William Rees Davies), Sir Skinner Turner, Judge of H.M. Supreme Court for China, and the Puisne Judge (Mr. Justice Gompertz).

The Tobacco Company were represented by Mr. C. G. Alabaster, K.C., and Mr. Easley Zeitlyn (instructed by Messrs. G. K. Hall Brutton), and the respondents were represented by Mr. F. C. Jenkin and Mr. Eldon Potter (instructed by Messrs. Deacon, Harston and Shenton).

The first judgment delivered was that of Sir Skinner Turner, who stated that he had visited the premises involved and came to the conclusion that they really consisted of a tobacco factory and godown, in which were employed a large number of hands. Certain supervisors, nine in number, slept in one building, not one of the main buildings, and they used ordinary Chinese wooden beds to sleep on. In one corner of the building there was a cubicle where the godown keeper and his family of ten were living, whilst on the dates material to the case there was a cubicle on the first floor of the building in which there were four Chinese beds.

The Court was asked to consider the definition condition of the Rents Ordinance, and to say whether these premises were covered by that definition or not. It was contended that the Rents Ordinance applied to the whole of the premises inasmuch as it was a building "subject to a separate letting and used in part for human habitation." In his opinion no one could pretend that the premises described by himself, and in more detail by the original judgment, came under the section of the ordinance describing a "domestic tenement." That they were a "tenement" was beyond dispute, but they most certainly were not "domestic." The appeal should be dismissed with costs.

After reading his judgment, His Lordship remarked that in it he had expressly said nothing about "separate letting," but he did not wish it to be taken from what he had said that those words would cover a tenement such as this, even though a very small portion of it was used for human habitation.

Mr. Justice Gompertz agreed that so-called composite premises, partly shop and partly dwelling houses, were within the scope of the Ordinance, but he thought the dominant idea and the motive of the Government throughout the Rents Ordinance, was to protect a tenant occupying a dwelling, and to see that the user should be protected as a residential user. Again, it seemed to him that the term "building" was not employed in the interpretation of the clause in its wider and more general sense. The general meaning of the word was, he thought, cut down and limited by the more particular words with which it was associated. He had arrived at the conclusion that these premises were not within the scope of the Ordinance, and were not a "building" within the meaning of Section 2 (b) of that Ordinance. He added that he had reached this conclusion with some relief, for he could not help thinking that if the Legislative Council had intended to declare structures like churches, godowns, factories, or areas like dockyards, which ordinarily contain buildings, to be entitled to the protection of the Ordinance, it would have manifested that intention in a clearer and less indirect manner. It seemed to him, however, difficult and undesirable to formulate any general rule, and he would not try to do so. Each case had to be dealt with on its own facts as they arise. He agreed that the appeal must be dismissed with costs.

His Lordship the Chief Justice's judgment was brief. "I agree," he said, "that the appeal should be dismissed, and I have no reason to vary the view as to the construction which I placed on the Ordinance in the Court below."

Accordingly the appeal was dismissed.

DEVELOPMENT OF SAMARANG.

The British Commercial Agent at Java states:—Samarang, which is the third largest port in Java, and is situated on the banks of the River Samarang, enjoys excellent railway services. Three distinct railways branch out from the town, namely the Netherlands Indian Railway, the Samarang-Cheribon Steam-tram Company, and the Samarang-Joana Steam-tram Company. The railways are all owned by private limited liability companies. The State railway does not serve Samarang. The electrification of the three railways has been under consideration; but whether or not operations will be commenced depends apparently upon the success of the State railway electrification scheme.

BOWERN & CO., No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS.

Machinery For Sale, New and Old in First-Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS.

Members Shanghai Share-Brokers' Association.

SOLE AGENTS FOR CHINA:—

GREEN'S PATENT ANCHORS.

SAMUEL WATSON & CO., LTD. (Infield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcomed)

CABLE ADDRESS: BOWERN, Shanghai.

Codes: Bentley's, Scott's, A.R.C.

5th Edition and Improved.

When in doubt about your eyes

or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL,

Hongkong.

Shining eyes

and glossy curls

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

SPORT.

TENNIS.

FILIPINO OLYMPIAD TEAM PLAY HONGKONG REPRESENTATIVES.

The Filipino Olympiad team, now in Hongkong, passing through to Japan to compete in the Far Eastern Olympiad games played three friendly tennis matches with Hongkong players yesterday at the Indian Recreation Club. Sookun-boo, yesterday afternoon. Three matches were played—two singles and one doubles—which resulted in the Hongkong men winning the two singles games and the Filipinos winning the doubles. The matches on the whole were exceedingly interesting and drew quite a large number of spectators. The Hongkong players had a decided advantage throughout, playing on the grass courts, the Filipinos being hard court players and quite unused to lawn courts. The Hongkong players chosen were T. Honda, the new Japanese player now residing in Hongkong; O. Runjahn (these two played in the singles); and S. A. Runjahn and S. H. Ismail who partnered each other in the doubles.

The results in detail were:—

T. Honda beat Francisco Aragon, 6-2, 6-1.

O. Runjahn beat Cesar Manuel, 8-6, 2-6, 6-4.

Guillermo Aragon and Martin Favia beat S. A. Runjahn and S. H. Ismail, 4-6, 4-6, 14-12.

The best game of the three was that between Honda and Aragon and this drew the largest number of spectators. The Filipino played the American aggressive style, but the Japanese always had his opponent on the run and beat him time and again with some very hard drives across the Court; these shots were remarkably well-placed. Honda's style is quite convincing and he will certainly give our champion a good game when he meets him, as we hope he will, by and by.

In the other singles game between Manuel and O. Runjahn. Both players were evenly matched but after watching in comparison it was quite a tame affair. Runjahn was chiefly on the defensive but, as usual, he managed to get everything back and frequently beat his man with his lobbing. Manuel was very good at the net but his hard driving from the base line invariably went outside.

The doubles match was a very close tussle, with the Filipino player, Guillermo Aragon, showing up as the best player of the four; a feature of his play being a remarkably strong backhand smash. The other three players put up a steady game and the last set went to 26 games before a decision was reached.

Messrs. R. Bass, G. May and A. H. Runjahn fulfilled the duties of umpires. The Filipino team leaves for Japan to-day.

THE CLUB CHAMPIONSHIP.

S. E. Green, ex-champion of the Colony defeated E. A. Redmond, in the challenge round of the Club Championship on the Hongkong Cricket Club ground yesterday by three straight sets, 6-3, 6-3, 6-2. Green thus becomes Club Champion. His victories in this competition have been very convincing. He has not lost a single set throughout the competition; in fact he won all his sets, in the "six" series, which shows that he was not hard pressed.

PILFERING CARGO.

CARGO WORKER SENT TO PRISON.

Chan Tuk, a cargo worker, was charged before Mr. J. R. Wood, at the Magistracy, yesterday, with stealing 23 pieces of silk braid trimming on board the s.s. *Oudekerke*.

Evidence was given by the Second Officer of the vessel, Mr. A. J. Smith, to the effect that the defendant was one of a gang removing cargo from No. 5 hold. He was seen by the witness to extract a parcel from a case which had been smashed open accidentally.

The defendant's excuse was that the parcel fell out of the case and he was putting it back into the case when he was seen, and his action was misjudged.

Mr. Smith said that when he accused the man he began to tremble.

The Magistrate found the case proved and sentenced the defendant to three months' imprisonment with hard labour.

YESTERDAY'S HIGHWAY ROBBERY.

Yesterday afternoon several women, who were proceeding to worship at the Hui Wong Temple at Kowloon City, were held up by two men, one of whom was armed with a revolver. The women were robbed of their money and jewellery. The police, during the afternoon, were busy scouring the district for the robbers.

TROUBLE ON S.S. "YUNNAN."

RE-INSTATEMENT OF BOATSWAIN LEADS TO FRIE FIGHT.

A free fight occurred on the China Navigation Co.'s steamer, *Yunnan*, on Wednesday evening, whilst she was lying in harbour, off West Point. Rumour had it that the fracas was a serious affair resulting in the loss of three lives. This proved to be an exaggeration. There were a few broken heads, but no fatalities. The police report of the occurrence is perhaps a little vague as to what exactly took place but this we have supplemented by an interview with the skipper of the vessel, Capt. Milne, obtained just before the vessel sailed at noon yesterday.

According to the police report Mr. J. Lyton, second officer of the s.s. *Yunnan* had reported that at 6.30 p.m., whilst a new crew was being taken on, the old crew mustered themselves and armed with hammer and knives attacked the new men. The Chief Officer immediately attempted to hoist the police flag, but the old crew prevented him from doing so and chased him away. Later, however, the flag was hoisted. The new crew were driven into junks which were lying along side the vessel. Undaunted, the new crew returned to the attack, having in the meantime armed themselves with bamboo poles. Another brisk scrap took place. Two or three of the invaders, in the course of the fight, jumped into the harbour but they were rescued. The remainder were again driven back into the junks. The officers of the *Yunnan* managed to detain several members of the old crew until 7.10 p.m. when they became tractable and the officers were compelled to let them go ashore.

INTERVIEW WITH THE CAPTAIN.

A DIFFERENT STORY.

Captain Milne in a chat with our representative denied the report that any lives were lost. He also flatly denied the report that the fight took place over the changing of the entire crew. The *Yunnan*, he said, would sail within a few moments with all her old crew with one exception, which was that the old boatswain had been re-instated on the vessel after a period of leave of absence. He described the fracas as a very small affair, lasting not longer than a quarter of an hour. The *Yunnan* carried a Chinese crew of 68 all told and of this number not more than ten men—the deck hands—were engaged in the fight. When the old boatswain came on to the vessel to be re-instated he brought with him some three or four new deck hands. The deck hands already on the boat resented this and a fight ensued between them involving some fourteen men altogether. The new deck hands were driven off, but the old boatswain was allowed to be re-instated. The substitute boatswain who had been doing duty during the absence of the old one fled during the trouble and, according to the Captain, he had not been seen since the previous night. The crew was quite contented and were all at work this morning. The vessel was able to get away two hours after her scheduled time of departure.

SENSATIONAL ATTEMPTED ROBBERY.

ARMED MEN ENTER PORTUGUESE HOUSE IN KOWLOON.

A sensational report was made to the police on Wednesday to the effect that five men armed with knives forced an entrance by the back door of No. 11, Ashley Road, which is occupied by Mrs. E. F. Xavier. One of the men seized the amah and kept guard over her; another watched the Portuguese servant and the other three paid attentions to Mrs. Xavier and the cook. Mrs. Xavier was bound and gagged with a small towel after which some of the robbers proceeded to search the house for valuables. They entered the bedroom. Whilst there an alarm was raised and the robbers fled without stealing anything.

The attempted robbery took place at 10 o'clock in the morning.

ALLEGED PIRATE ARRESTED.

In connection with the armed robbery on a fishing junk off Lantau Island last week, when the master, his wife and his brother were attacked by the foks of the boat and robbed, we learn that the police have arrested a man who is believed to have been one of the foks. He was arrested on Wednesday just as he was hoarding the Cheung Chau ferry launch at Hongkong. The master and his brother are said to be lying seriously ill in hospital as a result of the injuries they received during the fight with their unfaithful servants.

STOWAWAYS TO VANCOUVER.

A CONSIDERABLE SOURCE OF TROUBLE.

The two Chinese who were charged on the previous day with having stowed away on the s.s. *Empress of Asia* were again brought before Mr. J. R. Wood on remand yesterday morning.

Mr. T. G. Bennett, solicitor, informed his Worship that he had been instructed to appear on behalf of the prosecuting Company, the Canadian Pacific Steamship Company.

His Worship outlined the facts of the case, pointing out that the men were discovered at Vancouver and not at Hongkong and that they were returned to Hongkong by the Emigration authorities. The point was whether any charge had been borne out against them.

Mr. Bennett referred the Magistrate to Section 237 of the Merchants' Shipping Act under which he contended that the defendants were liable to conviction.

In reply to the Magistrate, Mr. Bennett said that stowaways were becoming quite a nuisance to the Company.

The Chief Officer of the *Empress of Asia*, who was present in Court, told his Worship that stowaways had been found on the liner on the last three voyages to Vancouver. He mentioned that the Company was liable to a fine of \$300 gold if any of these stowaways got away from the ship without the permission of the Emigration authorities. When the vessel arrived at Vancouver they had an entire muster of the native crew in order to ascertain if any stowaways were on board. They had experienced great difficulty in coping with the trouble.

His Worship ordered the defendants to be sent to prison for four weeks with hard labour.

CORRESPONDENCE.

THE NAVY LEAGUE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—As a number of your readers may not have a true knowledge of the aims of this League may I request that you will be good enough to allow me space in your paper to set forth these aims?

The Navy League is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy complete Naval protection for British subjects and British commerce all the world over. Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval strength is impossible, only continuity of preparation can guarantee National and Imperial security.

3. To bring home to every person in the British Isles the fact that the bulk of the raw material used in our manufactures and more than two-thirds of the food we eat is transported across the seas; that the protection of our commerce by sea is, therefore, vital to the people of the British Isles, and especially to the working classes; and that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend, and that the existence of the Empire, with the liberty and prosperity of its peoples, largely depends on the Merchant Service, which, under the sure shield of the Royal Navy, welds us into one Imperial whole.

5. To maintain Training Ships to hold those boys who desire to take up a career in the Royal Navy and Mercantile Marine and to organize Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race but also to enable the boys to become good citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

6. To administer the Navy League Overseas Relief Fund, which provides for the education and advancement in life of children of all seamen who lost their lives or became permanently incapacitated by reason of the Great War.

7. To form branches or country units throughout the Empire to spread the knowledge of the history and tradition of the Sea Service, and generally to further the objects of the League.

The Navy League appeals, therefore, to every British subject to join and help it to carry out its work of incalculable and strenuously upholding the principles of the great National and Imperial Policy set forth above.—I am, Sir, Yours faithfully,

L. M. WHYTE,

Hon. Secretary and Treasurer, Navy League, (Hongkong Branch), 2, Queen's Buildings, Hongkong, May 9th, 1928.

EWO & CO. SUMMONED.

CHARGE OF CONVEYING OPIUM PREFERRED AGAINST THE FIRM.

Mr. E. Davidson appeared at the Magistracy yesterday morning as the defending solicitor in a case in which Messrs. Jardine, Matheson & Co. were cited as the defendants. The firm were summoned on a charge of conveying or exporting opium, to wit 500 taels of prepared opium, found on board the s.s. *Loong Sang*, a vessel which runs between Hongkong and Manila.

Mr. J. D. Lloyd, Superintendent of Imports and Exports prosecuted, and as the chief witness for the prosecution would be proceeding on leave very shortly he asked His Worship if his evidence could be taken, after which the case could be remanded if the defence so desired.

This was agreed to and Revenue Officer Lavinia said that at 7.15 a.m. on the 27th April he went on board the s.s. *Loong Sang* while she was at anchor at her buoy. In the engine room he discovered 50 packets, each containing 10.01 taels of opium. The drug was found in the hollow core of the crank shaft. When the discovery was made three other Chinese Revenue Officers were with him as well as the Second Engineer, whom he had sent for.

Cross-examined by Mr. Davidson witness said he knew about the opium before he went on board.

Had a watch been kept on the *Loong Sang* as soon as she had come in from her trip?—Yes, by informers.

They did not find out when it was put on board?—My information was that it was put on board over-night.

Do you know whether it had been seen coming on board?—I don't know.

Witness then added, in reply to Mr. Lloyd, that he removed certain fittings in the floor of the engine room, but the opium was found in another part of the room. It was concealed under two tin plates which were produced in Court.

In reply to the Magistrate the Captain of the vessel said that the ship would be in Port again from the 21st inst. to the 25th inst.

The case was then adjourned to Tuesday afternoon, the 22nd inst.

MINES IN THE WEST RIVER.

THE CHINESE NAVY GETS TO WORK.

A remarkable telegram has reached Hongkong from H. M. Gumbat *Moorehen*, stating: "All entrances to Kongmoon, also to Junction Channel and West River by Plover Island reported mined."

The *Moorehen* received the information from the s.s. *Kinsan*, and wireless it to the two other gunboats in the vicinity. The work is believed to be that of the Chinese Navy, but the mines are stated to be so badly moored that they are an equal danger to each side in the fray and to the ships of every nation.

MR. TANG SHAO YI AT CANTON.

TO CO-OPERATE WITH DR. SUN.

A correspondent telegraphs to us that Mr. Tang Shao Yi, formerly Prime Minister of China, who has for the past two years or more retired from political life to his estate some distance beyond Macao, returned to Canton yesterday morning and in an interview with Dr. Sun Yat Sen he pledged his support and co-operation.

N.Y.K. PASSENGER FARES REDUCED.

The Hongkong Office of the Nippon Yusen Kaisha advises us of the receipt of cable instructions from the Company's Head Office to the effect that commencing with the *Kamo Maru*, sailing from this port on 20th June next, the following reduced passage rates, against the present rates in Yen, will come into effect from Hongkong:—

To London	1st class	£100. 0. 0.
To London	2nd class	64. 0. 0.
To Marseilles	1st class	92. 0. 0.
To Marseilles	2nd class	60. 0. 0.
To Port Said	1st class	80. 0. 0.
To Port Said	2nd class	58. 0. 0.
To Colombo	1st class	35. 10. 0.
To Colombo	2nd class	25. 10. 0.
To Singapore	1st class	16. 0. 0.
To Singapore	2nd class	11. 0. 0.
To Singapore	Intermediate	8. 0. 0.
To Singapore	3rd class	5. 10. 0.

A NEW ISLAND.

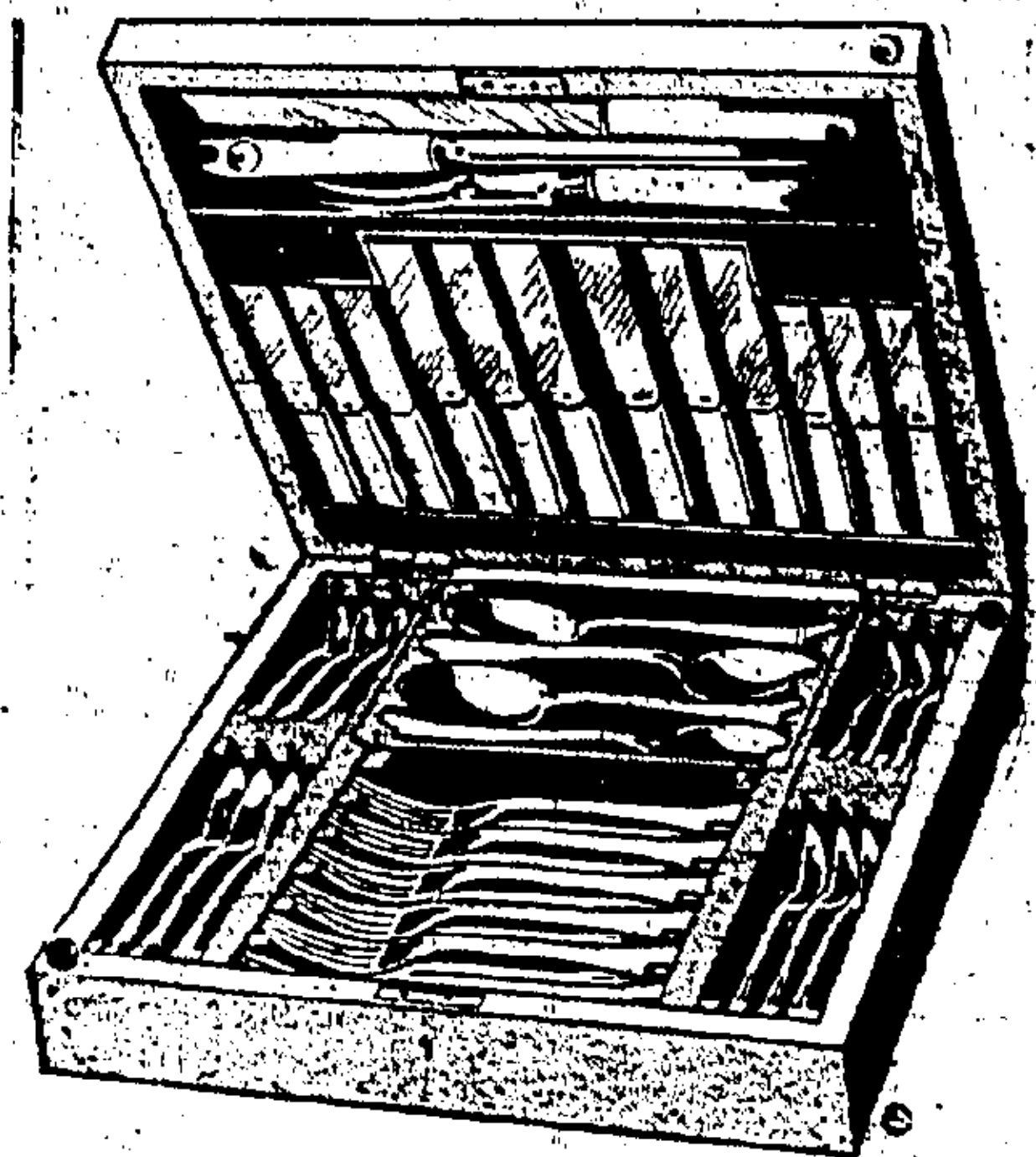
THE FRENCH FLAG.

As the result of a volcanic eruption, says *Le Petit* of the 8th April, a circular island, 400 metres in diameter, and 35 metres in height, has arisen in mid-ocean. The captain of the French hydrographic steam *Aérolithe* has taken possession of it in the name of France. This island, situated near Paulo Ocean de Mer, is about 60 miles from Land.

JOSEPH RODGER'S FAMOUS

SHEFFIELD CUTLERY

WITH MAPPIN & WEBB'S PLATE.



THE "IDEAL" CANTEEN.

Any size made to suit your requirements.

HARDWARE DEPT.

LANE, CRAWFORD, LTD.

THE CATERING DEPARTMENT

OF

CAFÉ WISEMAN

in replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

COLUMBIA

REGAL

RECORDS

\$1.00 EACH NET

SEND FOR NEW LIST

ANDERSON'S

4, QUEEN'S BUILDINGS.

TEL. C. 1322.

Powell
TELEPHONE C. 348.

WHITE FOOTWEAR

THE

QUEEN

ALEXANDRA

MADE FROM PURE LINEN CANVAS.

PRACTICAL

COMFORTABLE

DEFENDABLE.

NEW ADVERTISEMENTS

NOTICE

HONGKONG CRICKET CLUB.

M. L. S. GREENHILL has Resumed the Hon. Secretaryship of the Club vice Mr. E. J. R. MITCHELL. [823]

ROYAL HONGKONG YACHT CLUB.

MEMBERS are reminded that the BATHING SEASON commences on MAY 1st and continues to OCTOBER 31st. Members may introduce Bathing Members at the following Fees for the Season:—
Single Tickets \$15
Family Tickets 20
(which include Children)
Through Trams run from the Post Office approximately every 5 minutes from 4 p.m.
By Order,
D. L. RALPH,
Hon. Secretary. [824]

Hongkong, 25th April, 1923.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SABDINIA."

Arrived Hongkong on 9th May, 1923.
From ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 5 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents. [825]

Hongkong, 8th May, 1923.

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone C. 4306.

BUYERS of CANTON ICE.

PEAK TRUCKWAYS.

SINGAPORE COMPANIES.

SELLERS of COLONIAL DISPENSARIES.

HONGKONG CEMENTS.

HONGKONG CONSTRUCTIONS.

HONGKONG REALTIES. [807]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of May, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency THE GOVERNOR, of one Lot of CROWN LAND at Lo Lung Hang Valley in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS

No. of Lots	Boundary Measurements	Area	Approx. Area	Approx. Area
Lot No.	Feet	Feet	Feet	Feet
1	120	120	120	120
2	120	120	120	120
3	120	120	120	120
4	120	120	120	120
5	120	120	120	120
6	120	120	120	120
7	120	120	120	120
8	120	120	120	120
9	120	120	120	120
10	120	120	120	120
11	120	120	120	120
12	120	120	120	120
13	120	120	120	120
14	120	120	120	120
15	120	120	120	120
16	120	120	120	120
17	120	120	120	120
18	120	120	120	120
19	120	120	120	120
20	120	120	120	120
21	120	120	120	120
22	120	120	120	120
23	120	120	120	120
24	120	120	120	120
25	120	120	120	120
26	120	120	120	120
27	120	120	120	120
28	120	120	120	120
29	120	120	120	120
30	120	120	120	120
31	120	120	120	120
32	120	120	120	120
33	120	120	120	120
34	120	120	120	120
35	120	120	120	120
36	120	120	120	120
37	120	120	120	120
38	120	120	120	120
39	120	120	120	120
40	120	120	120	120
41	120	120	120	120
42	120	120	120	120
43	120	120	120	120
44	120	120	120	120
45	120	120	120	120
46	120	120	120	120
47	120	120	120	120
48	120	120	120	120
49	120	120	120	120
50	120	120	120	120
51	120	120	120	120
52	120	120	120	120
53	120	120	120	120
54	120	120	120	120
55	120	120	120	120
56	120	120	120	120
57	120	120	120	120
58	120	120	120	120
59	120	120	120	120
60	120	120	120	120
61	120	120	120	120
62	120	120	120	120
63	120	120	120	120
64	120	120	120	120
65	120	120	120	120
66	120	120	120	120
67	120	120	120	120
68	120	120	120	120
69	120	120	120	120
70	120	120	120	120
71	120	120	120	120
72	120	120	120	120
73	120	120	120	120
74	120	120	120	120
75	120	120	120	120
76	120	120	120	120
77	120	120	120	120
78	120	120	120	120
79	120	120	120	120
80	120	120	120	120
81	120	120	120	120
82	120	120	120	120
83	120	120	120	120
84	120	120	120	120
85	120	120	120	120
86	120	120	120	120
87	120	120	120	120
88	120	120	120	120
89	120	120	120	120
90	120	120	120	120
91	120	120	120	120
92	120	120	120	120
93	120	120	120	120
94	120	120	120	120
95	120	120	120	120
96	120	120	120	120
97	120	120	120	120
98	120	120	120	120
99	120	120	120	120
100	120	120	120	120

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

By PUBLIC AUCTION,

IN ONE LOT

ON MONDAY,

The 14th Day of May, 1923, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS

At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Easement ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 10th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at 11 No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Vaux Road Central,

and

Messrs. LAMBERT BROTHERS

Auctioneers

[827]

INTIMATIONS

NOTICE

WE have been appointed AGENTS in CANTON for the PACIFIC MAIL STEAMSHIP COMPANY, as from the 30th of APRIL.

HOLYOAK, MASSEY & CO., LTD. [812]

NOTICE

WE have been appointed AGENTS in CANTON for the "ELLERMAN" LINE as from the 1st MAY.

HOLYOAK, MASSEY & CO., LTD. [813]

NOTICE

WE have THIS DAY Authorized Mr. WALTER SINCLAIR to Sign our Firm Per Procuration in HONGKONG and Mr. FRANCIS CHARLES HERB in CANTON.

HOLYOAK, MASSEY & CO., LTD. [831]

NOTICE

M. R. ARCHIBALD ORR LANG has been Admitted as a Partner of our Firm at Hongkong and Shanghai as from 1st APRIL, 1923.

MACKINNON, MACKENZIE & CO. Hongkong, 8th May, 1923. [816]

NOTICE

M. R. ARCHIBALD ORR LANG will continue to be Managing Director of this Company as heretofore.

GIBB, LIVINGSTON & CO., LTD. Hongkong, 8th May, 1923. [817]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1923. [798]

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1923. [799]

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1923. [800]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Underigned on THURSDAY, the 10th MAY, 1923, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1922.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 20th instant to the 10th May, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents. Hongkong, 10th April, 1923. [793]

TO LET.

Offices in UNION BUILDING—Four Rooms on Fifth Floor.

Apply to

UNION INSURANCE SOCIETY OF CANTON, LTD. [169]

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

PERCY SMITH, BETH & FLEMING. [852]

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/na. 6856 dated 31st December, 1920, for 35 Shares numbered 24912 to 24946, 27936 to 27970, 34908 to 34942, 35843 to 35877, Provisional Certificate No. 57/768 dated 30th May, 1921, for 11 Shares, numbered 130243 to 130253, and Provisional Certificate No. 57/1045 for 1 Share numbered 131422 all registered in the name of Mr. Sir YEN SIKQUA are reported to have been destroyed by fire, and should these certificates not be produced to the Bank before the 15th day of May, 1923, New Certificates for the Shares will be issued and the above said Definitive Certificate No. 5/na. 6856 and Provisional Certificates Nos. 57/768 and 57/1045 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors
A. G. STEPHEN, Chief Manager.
Hongkong, 13th April, 1923. [706]

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 8th day of November, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1923.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.
F. J. EASTERBROOK, Acting Secretary.
Dated the 24th day of April, 1923. [763]

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

(INCORPORATED UNDER THE HONGKONG COMPANIES ORDINANCES 1911-1921).

AUTHORISED CAPITAL.....\$750,000.

DIRECTORS:

HENRY BIRKETT, of 10, Ice House Street, Hongkong (Partner in the Firm of Messrs. MOXON AND TAYLOR, Share and General Broker), Chairman.

MAHMOUD NEMAZEE, of Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

SUM PAK MING, of THE RUSSO-ASIATIC BANK, Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

OHAN LIM PAI, of 15, Peak Road, Hongkong, Merchant.

CHAU SIU KI, of 8, Queen's Road West, Hongkong, Merchant.

ALBERT HENRY ROWE, General Manager of THE UNITED MOTOR CO., LTD., 32-5, Des Vaux Road Central, Hongkong, (Managing Director).

FREDERICK ELLIS, of Messrs. F. ELLIS & CO., 10, Ice House Street, Hongkong, Sharebroker.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION,

1, Des Vaux Road Central, Hongkong.

AUDITORS:

Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building, Hongkong.

SOLICITORS:

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Hongkong.

REGISTERED OFFICE:

Nos. 33-35, DES VAUX ROAD CENTRAL, HONGKONG.

NOTICE IS HEREBY GIVEN

that the above named Company is issuing a Prospectus dated the Seventh day of May, 1923 (a copy of which has been filed with the Registrar of Companies) inviting Subscriptions at \$10 for 49,000 Shares in the Company of \$10 each, payable as to \$2.50 on allotment and the balance by instalments not exceeding \$3.50 each as and when required. Of these 44,000 Shares have been underwritten.

The Subscription List will be Opened on THURSDAY, the 10th day of MAY, 1923, and will close on or before FRIDAY, the 11th day of MAY, 1923.

Copies of the full Prospectus and Form of Application can be obtained at the Office of the Company, or from the Company's Solicitors or Bankers.

This Notice is not to be regarded as an invitation to the public to subscribe for Shares and application will only be received on the footing of the full Prospect

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)BRITAIN AND THE SOVIET.
ANOTHER BRITISH TRAWLER
ARRESTED.

London, May 9th.
News has been received at Hull that a Russian gunboat has arrested the British trawler *Lord Astor* in the White Sea, for fishing within the twelve mile limit.

Three vessels were chased, but two escaped and reached Norway, from whence they called the news of the capture. The Foreign Office has been informed.

EARLIER CABLES.

STRONG NOTE TO RUSSIA.

A TEN DAYS' ULTIMATUM.

London, May 9th.
With a view to arriving at a definite conclusion as to whether the relations between the two Governments should any longer remain on an anomalous and unprecedented footing, the British Note to Russia demands a cessation of propaganda, notably the propaganda carried out from Persia and Afghanistan and also in India; the admission of liability for payment of compensation in the case of outrages against Britishers and British ships; and the withdrawal of the insulting note sent in reply to British protests against religious persecutions.

Failing satisfactory assurances as to these demands within ten days, Britain will conclude that the Soviets do not wish to maintain the existing relations, and Britain will consider herself freed from the obligations of the Trade Agreement.

The Note opens by referring to the repeated challenges thrown down with apparent deliberation by the Soviets. It declines to embark on an acrimonious controversy and is content to rely on communications between Soviet agents showing the recent vigorous resumption of propaganda. It says the Soviets cannot with impunity behave in such an arbitrary and intolerable manner towards British subjects, as it has done notably in the cases of the murder of Mr. Davison in 1920, the false imprisonment of Mrs. Harding, the confiscation of British trawlers and the imprisonment of the crews.

Dealing with the executions of ecclesiastics, the Note disavows any intention of pronouncing upon the validity of the charges, but says the irrelevant and offensive references contained in Russia's reply to Britain's representations were the latest incident in a long series of studied affronts, suggesting that Britain would accept any insult rather than break with the Soviets.

The Note concludes that Britain would regret an abrupt termination of the experiment with a people with whom they have genuine ties of sympathy and an old alliance, but it is impossible to acquiesce in the continuance of treatment which is incompatible with national dignity and mutual respect.

REPARATIONS PROBLEM.

ENTENTE IN DANGER.

GOVERNMENT REJECTS FRANCE'S "UNNECESSARY PRECIPITATION."

London, May 9th.
In the House of Commons, replying to a request for a statement with regard to the German Note, Mr. S. Baldwin said the Government was of opinion that as the Note was addressed to the principal Allies the best course would have been to return a concerted reply, especially as the Note was in response to a public, official suggestion by Marquis Curzon, and the Allies, not France and Belgium alone, were deeply concerned in the problem of reparations. There need have been no insuperable difficulty in drawing up a collective reply and reserving for separate treatment by France and Belgium, if desired, questions directly arising from the occupation of the Ruhr. The Government had no reason to believe that some of the Allies shared these views, and were prepared to make proposals to this effect. The Government had already communicated this general idea to the Allies when it was officially informed that a Franco-Belgian reply had been drawn up, and the text was communicated to the Government on Saturday with the information that it would be presented to Germany twenty-four hours later. The Government regretted the unnecessary precipitancy of this step (cheers)—also the loss of an opportunity for again testifying as to the solidarity of the Allied entente by a joint communication. The Government proposed to state its own views with regard to the German Note with the least possible delay. There was reason to believe that the Italian Government, whose attitude generally accorded with that of the British, contemplated a similar procedure. The British reply would be published as soon as it had been communicated to Germany.

In the House of Lords, replying to Lord Grey, Marquis Curzon made a statement identical with that of the British Government, but saying more than that it was important it should be made plain to Marquis Curzon spoke for all the parties of the country.

LATEST CABLES.

IRISH REBEL'S APPEAL.

QUESTION OF HOME SECRETARY'S CONTROL.

LONDON, May 9th.

The Court of Appeal has made the rule absolute for the Writ of *Habeas Corpus* applied for by Art O'Brien, on the ground that the Home Secretary is not empowered to order the internment of a person in the Free State since the establishment of the latter.

A difference of opinion apparently existed as to whether the Home Secretary continued to exercise control over O'Brien, and the question could not be properly disposed of unless the rule was made absolute. This will enable the Home Secretary to clarify his position.

AMERICAN PROSPERITY.

MR. HOOVER THINKS IT LIKELY TO CONTINUE.

NEW YORK, May 9th.

Mr. Hoover, at the opening of the Convention of the Chambers of Commerce of the United States said he was of the opinion that the present prosperity of the country could be made permanent if the businessmen of the nation exercised confidence and caution. The present business and wealth of the country did not bodeken the approach of hard times.

Mr. Julius Barnes, President of the Convention, estimated the wealth of the United States at three hundred billion dollars.

Mr. Fujimura, President of the Japanese Chambers of Commerce, predicted a continuance of Japan-American co-operation.

NEW DUTCH LOAN

FOR PURPOSE OF CONSOLIDATING DEFICITS.

AMSTERDAM, May 8th.

A Bill has been introduced authorising the issue of a new East Indian Loan of 100,000,000 guilders, either in Holland or abroad, in such instalments as the circumstances dictate. The purpose of the new loan is the consolidating of the deficit of 5,000,000 guilders on the whole Budget of 1924, and the deficit of 281,000,000 guilders in 1922. The duration of the loan will be a maximum of forty years. The Government believes that further borrowing on behalf of the Colonies will be unnecessary.

LEVI LEITER ESTATE CASE.
MARQUIS CURZON ALLIES HIMSELF WITH PETITION.

CHICAGO, May 9th.

Marquis Curzon, as guardian of his three daughters, has allied himself with the suit filed by the Countess of Suffolk, asking for an account of the management of the estate of Levi Leiter and the removal of Joseph Leiter and William Warr as trustees.

LOSS OF THE "OKARA"

NO TRACE OF BOATS OR WRECKAGE.

RANGOON, May 8th.

The steamers *Angora*, *Takada* and *Elephantia* searched for hours in an endeavour to locate the *Okara*. They found no trace of boats or wreckage.

The crew of the *Okara* numbers 83, including eleven Europeans.

MR. BONAR LAW'S HOLIDAY

GENEVA, May 8th.

Mr. Bonar Law has arrived and proceeded to Aix les Bains.

EARLIER CABLES.

THE KOHAT OUTRAGE.

FULL RETRIBUTION TO BE EXACTED.

PESHAWAR, May 8th.

The frontier authorities are taking all possible steps to exact full retribution for the Kohat tragedy, in which Mrs. Ellis was murdered. Following the destruction of the house of the gang responsible for the outrage, by an Afridi lashkar, the gang fled to the hills. The British Commissioner has summoned a meeting of the whole Afridi and Orakzai tribes at Fort Gulistan on May 12th.

LATEST CABLES.

TRIAL OF KRUPP'S DIRECTORS.

GERMAN INDIGNATION REGARDING SENTENCES.

BERLIN, May 9th.

The whole of the German Press and the public are indignant and horrified at the sentences passed on the Krupp colleagues, which even the Communist organ *Rote Fahne* describes as monstrous. All the newspapers agree that innocent German citizens are being punished merely to save the prestige of Premier Poincaré. They state that the sentences are a political demonstration on the part of the French Government, and the general opinion is that they will most probably result in strengthening passive resistance in the Ruhr area and the determination of Germany to hold out to the end.

EARLIER CABLES.

HEAVY SENTENCES BY FRENCH COURT MARTIAL.

WERDEN, May 8th.

The French Court Martial has sentenced Herr Krupp von Bohlen to 15 years' imprisonment and a fine of one hundred million marks.

Cavalry and infantry blocked the streets leading to the court house towards the end of the trial. The prosecutor contended that Krupp was personally responsible for the events of March 31st, which were part of a secret conspiracy against the occupying troops. The well-known Swiss jurist, Morinard, made an impassioned speech for the defence, and declared that the demonstration was no more than passive resistance, which was not a crime and not punishable.

The four absent directors were sentenced to terms varying from 10 to 20 years, plus fines of a hundred million to a hundred and fifty million marks. Muller, a member of the workers' council, was sentenced to six months' imprisonment. All the sentences coincided with the French prosecutor's demand.

[Herr Krupp von Bohlen, who is the head of Krupp's works, was arrested because he insufficiently explained the serious shooting incident at Essen, on March 31st in which thirteen workmen were killed, and in which his responsibility was involved.]

AN APPEAL TO BE LODGED.

The condemned directors are lodging an appeal. President Ebert has telegraphed expressing his horror at the sentences.

The verdict of guilty on the charge of conspiracy against the security of the French troops and disturbance of public order was unanimous except in the cases of Herr Krupp and Herr Bruhn, where the verdict was by 3 to 2.

THE ROYAL VISIT.

WREATH FOR TOMB OF ITALIAN UNKNOWN SOLDIER.

ROME, May 8th.

Their Majesties King George and Queen Mary, together with Italian royals, went in procession to the Piazza Venezia, where they placed a wreath on the tomb of Italy's Unknown Soldier. The scene was most impressive. Their Majesties were given ovations everywhere by dense crowds. King George and Queen Mary also visited the Pantheon and the International Institute of Agriculture.

Nothing is known at the Quirinal as to the report that their Italian Majesties will visit London in September.

MORE TROUBLE IN INDIA.

AMRITSAR, May 8th.

There has been a recurrence of sporadic Hindu-Muslim rioting. Fifty Hindus were injured in an affray and two shops burned down to-day. The authorities speedily restored order and arrested eight Muslims. The town is terrorized and Hindu shops are closed.

MOSCOW BANDIT TRAGEDY.

NEW YORK, May 8th.

A message from the Associated Press correspondent at Moscow states that Mr. Henry Sloggett, a member of the British Mission, has been seriously wounded as the result of shots fired by militia pursuing a burglar who boarded Mr. Sloggett's motorcar. The bandit was also wounded, and is unlikely to recover.

PLAGUE IN EGYPT.

CAIRO, May 8th.

Forty-two cases of plague were reported yesterday, of which eighteen were discovered after death, mostly in Giza province.

LATEST CABLES.

BANK OF ATHENS AFFAIRS.
ALLIED AND TURKISH SUBJECTS TO OBTAIN DEPOSITS.

CONSTANTINOPLE, May 8th.

It is stated on good authority that the Government has decided to liquidate the affairs of the Bank of Athens. Allied and Turkish subjects will be allowed to obtain their deposits, but it is proposed to confiscate the property of fugitives.

ALLIES TO DEMAND A FULL EXPLANATION.

LONDON, May 8th.

Advice from Lausanne states that the Allies have decided to officially protest against the action of the Turks in sealing the Constantinople branch of the Bank of Athens, and also to request a full explanation.

EARLIER CABLES.

TURKISH COAL MEASURES.

A BLOW TO BRITISH EXPORT TRADE.

CONSTANTINOPLE, May 8th.

A serious blow has been delivered to the British export coal trade by the latest Government decree, prohibiting operations for the supply of foreign coal from bonded depots to ships bunkering here, and not permitting transit trade. The Government has also decided to develop the production of the Heraclea and Zonguldak coal basins, and organise a combine of Turkish coal producers.

COUNTY CRICKET.

HOBBS COMPLETES A HUNDRED CENTURIES.

LONDON, May 8th.

Lancashire at Oxford beat Oxford by 107 runs. The Lancastrian Hallows in the first innings, compiled 117. Hall who had just returned from South Africa, took 6 wickets for 23 for Lancashire in the second innings of Oxford.

Notts beat Leicester by ten wickets, at Leicester. Surrey beat Somerset by ten runs, at Bath. Hobbs in Surrey's second innings knocked up 116, not out, completing a hundred centuries in first-class cricket. Only Dr. W. G. Grace, with 129 centuries, and T. Hayward, with 104, had hitherto achieved the feat.

Warwick beat Worcester at Birmingham by seven wickets. For Warwick, Howell in Worcester's innings took 5 wickets for 44 and Quiffe took 5 for 34.

At Swansea, Yorkshire beat Glamorgan by nine wickets. Bowling for Yorkshire, Macaulay in Glamorgan's first innings took 7 for 13, and Roy Kilner in their second innings took 8 for 26.

AMATEUR GOLF CHAMPIONSHIP.

LONDON, May 8th.

At Deol in the amateur golf championship, after the sensational defeats yesterday, American prestige was sensibly restored to-day, when six Americans won and three lost. Nevertheless British confidence is rising with the return to form of Tolley, Holderness and other lesser-known players. Tolley, in beating the Liverpool player Graham played some of the best golf of the day. Holderness defeated Beavis Hindhead, by 5 and 4. The Americans defeated were Johnstone, Davison Herron and Hunter. The Britishers Michael Scott and Wethered have advanced to the third round.

OBITUARY.

MR. JOHN S. LUCAS, R.A.

LONDON, May 8th.

The death is announced of Mr. John Seymour Lucas, R.A., historical and portrait painter, at the age of 73 years.

PROHIBITION NO AMERICAN TERRITORIAL WATERS.

NEW REGULATIONS NEXT MONTH.

The Treasurer of the United States of America has issued the following notice relative to the bringing of liquors for beverage purposes within the United States or within American territorial waters:—

On April 30th, 1923, the Supreme Court of the United States of America rendered an opinion construing the National Prohibition Act. The Supreme Court holds that it is unlawful for any vessel, either foreign or domestic, to bring any liquors for beverage purposes within the United States or within the territorial waters of the United States. The Treasury Department is now preparing regulations for carrying this decision into effect. These regulations will be promulgated at an early date and will become effective on June 10th, 1923. On and after that date, all shipping, both foreign and domestic will be subject to such regulations, without further notice.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)
(Continued from page 6.)

CHINA'S FINANCE MINISTER RESIGNS.

ANOTHER SHORTAGE OF FUNDS.

PEKING, May 9th.

Lin Ea Yuan (Minister of Finance) resigned this morning. It is unofficially reported that he has left for Tientsin. There were not sufficient funds in hand to meet the post dated cheque, due May 10th, for \$800,000, which was for the pay of the police and gendarmes. This general shortage of funds led to the resignation of the minister.

FURTHER LOAN RUMOURS.

PEKING, May 9th.

It is semi-officially stated that a \$30,000,000 loan with the old Consortium is nearing completion. This loan will be secured by the salt surplus, but foreign quarters feel that the Lincheng incident will postpone and possibly kill the loan prospects.

PROMOTION FOR JAPANESE MINISTERS ABROAD.

TOKYO, May 9th.

The Minister to the Netherlands, Mr. Tatekake, and the Minister to Vienna, Mr. Honda, have been promoted to Ambassadors and transferred to Brazil and Turkey respectively.

CHEAPER STEAMER FARES TO FAR EAST.

ELLERMAN AND BUCKNELL LINES ANNOUNCE REDUCTIONS.

LONDON, May 8th.

The Ellerman and Bucknall Steamship Company has reduced its passage rates from Southampton to the Far East as follows:—

To Singapore.—First class £36 ("A" cabins) and £78 ("B"); second class £26 ("A") and £50 ("B").

To Hongkong.—First class £22 ("A") and £44 ("B"); second class £12 ("A") and £24 ("B").

To Shanghai.—First class £28 ("A") and £56 ("B"); second class £18 ("A") and £36 ("B").

To Kobe and Yokohama.—First class £102 ("A") and £204 ("B"); second class £68 ("A") and £136 ("B").

The fares from Marseilles are £7 for first class and £4 for second class less than the above.

(The reductions approximate about 10 per cent.)

THE SINGAPORE PROJECT.

ATTACKED BY THE "MANCHESTER GUARDIAN."

LONDON, May 8th.

A further attack on the proposed naval base at Singapore is made by the *Manchester Guardian*, which declares: "We ought to wait till the last moment before undertaking this vast obligation, if only because the conditions of Naval warfare may be entirely changed within the next decade." It asks: "What risk will we run in leaving Singapore in its present state, compared with the risk of leaving our air defences in their present relative strength? Will not the other nations conclude if we hastily determine on this costly project that we hope for conquest or despair of peace?"

CHINESE PREMIER REFUSED LEAVE.

PEKING, May 2nd.

Only three members of the Cabinet attended the meeting yesterday. Afterwards the Premier asked for a month's sick leave, which the President refused to grant.

JAPAN'S NEW MINISTER TO TO PEKING.

TOKYO, May 8th.

Mr. Yoshizawa has been appointed Minister to Peking.

[BY COURTESY OF THE "DAILY BULLETIN."]

WEIHAIWEI REDEMPTION COMMISSION.

DEPARTURE OF MR. GILES.

PEKING, May 8th.

Mr. Giles, who has departed for home on urgent private affairs, has been replaced by Mr. Fox as the senior British delegate on the Weihaiwei Commission.

ALLEGED POLICE TORTURE AT SHANGHAI.

SHANGHAI, May 8th.

In connection with the case of Loh Tse Wah, who laid charges against two British police officers for having tortured him to extort a confession, the Chinese General Chamber of Commerce has communicated with Hsu Yuan, Foreign Commissioner at Shanghai, declaring that since the jury found that Loh Tse Wah's injuries were received while he was in the police station, the police station must assume responsibility, and requested Hsu Yuan to take up the matter with the Consular Body with a view to securing in future protection to Chinese detained on criminal charges at the police station.

THE SHANGHAI RACES.
SHENKOLAND WINS THE CHAMPIONS.

The race for the Champion Sweepstakes was run off yesterday at Shanghai and resulted in a win for Mr. Day's Shenkoland (Mr. Brand up); Mr. Campon's Old Bill came in second and Messrs. Stitt and Stephen's Cock of Th' North third.

The winning sweepstake numbers for the race, according to a Reuter's cable, were: 37317, 33153 and 28214.

Results:—

1.—THE GREAT NORTHERN PLATE.—Seven furlongs.
Mr. Liddell's Carlington (Mr. Liddell) 1
Mrs. Wm. McBain's Kewiki (Mr. Dupree) 2
Mr. and Mrs. A. V. White's White Knight (Mr. Moller) 3
Time: 1min. 47.2-seconds.

2.—THE RUBICON PLATE.—One Mile and a Quarter.
Mr. Durgor's Kashmir (Mr. Johnstone) 1
Mr. Wm. McBain's Skyrus (Mr. Knoll) 2
Mr. Liddell's Woodcroft (Mr. Liddell) 3
Time: 2mins. 40.2-seconds.

3.—THE PARI-MUTUEL STAKES.—One Mile and a half.
Mr. John Peel's Peneastle (Mr. Johnstone) 1
Mr. Nugget's Thomas & Becker (Mr. Bremer) 2
Capt. Bahnsen's Guldberg (Mr. Hill) 3
Time: 3mins. 11.2-seconds.

4.—RACING STAKES.—No results to hand.

5.—THE YANGTZE CUP.—One Mile.
Mr. John Peel's Silver Streak (Mr. Johnstone) 1
Messrs. C. G. Mackie and G. H. Wright's Jet (Mr. Bremer) 2
Mr. and Mrs. A. V. White's White Iris (Mr. Dupree) 3
Time: 2mins. 04.4-seconds.

6.—THE FOCHOW CUP.—No results to hand.

7.—THE JOCKEY CUP.—No results to hand.

8.—THE AMOY CUP.—One Mile.
Mr. We Two's Young Bill (Mr. Springfield) 1
Mr. Durgor's Kashmir (Mr. Dupree) 2
Messrs. Anshold and B. Sassoon's Raman Oricle (Mr. Hill) 3
Time: 2mins. 05.2-seconds.

9.—THE CHAMPION SWEEPSTAKES.—One Mile and a Quarter.
Mr. Day's Shenkoland (Mr. Brand) 1
Mr. Campon's Old Bill (Mr. Bremer) 2
Messrs. Stitt and Stephen's Cock of Th' North (Mr. Hill) 3
Time: 2mins. 34.5-seconds.

10.—THE SWATOW CUP.—Nine furlongs.
Mr. Kenjoy's Bakari (Mr. Brand) 1
Mr. Henry Morris's Wykefield (Mr. Heard) 2
Mr. Liddell's Sunshadaw (Mr. Hill) 3
Time: 2mins. 25-seconds.

11.—THE NEWCHANG CUP.—Three Quarters of a Mile.
Mr. Liddell's Woodcroft (Mr. Liddell) 1
Mr. and Mrs. A. V. White's White Pine (Mr. Moller) 2
Mr. and Mrs. McBain's Skyrus (Mr. Dupree) 3
Time: 1min. 30.4-seconds.

Messrs. Lalacenza and Bauld's The Bard (Mr. Bard) ran second in this race but was disqualified for boring.

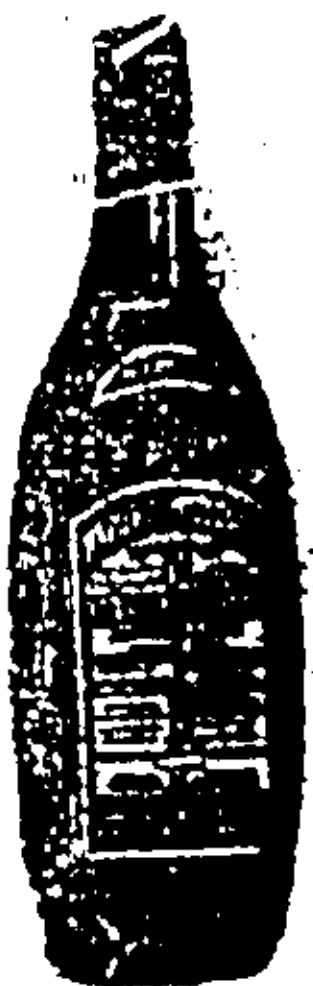
CARTHAGE UNEARTHED.

SPLENDOURS OF AN ANCIENT CIVILISATION.

The special correspondent of *The Times* at Paris states that while Luxor and Pompeii are yielding the treasures of antiquity, the last splendours of ancient Carthage, thrice levelled to the ground, are now being explored by an American, who has unearthed 65 buildings containing fine stones and Punic emblems. The pottery quarter has yielded pottery specimens and ceramic furnaces almost intact. The most striking discoveries are "the fountain of a thousand vases" and a water-feeding reservoir, from which the Carthaginian boats drew fresh supplies of water which flowed down a corridor of vaulted arches, recalling the modes of building underground tombs, some of which were cut in solid rock 30 yards deep. Five statues have been found, reflecting the influences of Greek and Egyptian art. Two recumbent figures on the tops of stone coffins are Greek work, but the funerary modes are Egyptian inspiration. The theatre at Carthage yielded 80 statues, including first of Apollo Roman villas with mosaic floors have been found. Since Carthage experienced successive inundations by different civilisations there are not only Punic remains to be sought. The ruins of Roman buildings stand on Punic sites, while the ruins of Christian churches are mute witnesses of a departed civilisation. The majority of the remains are early Christian. The Basilica of St. Cyprian has been uncovered with its rosters, capitals and pillars ornamented with figures of animals. The church appears to have been built from older pagan buildings.

The Committee of German, French, British and Belgian Socialists, which has been meeting at Berlin, has drawn up its plan for solving the reparations problem. The proposals include: Reparations payments by Germany within her capacity; devastated areas of France and Belgium to be restored by Germany; France's security to be guaranteed by a Rhine-land treaty signed by all the leading powers; settlement of inter-Allied war debts; and the Ruhr to be evacuated.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
to-day

OBTAINABLE FROM

LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavor, and still maintains
a world-wide identical quality.

THE CURE FOR

ASTHMA & BRONCHITIS

PRESCRIBED BY THE MEDICAL PROFESSION

One of our most eminent Asthma Specialists says: "... I have
not seen one who, if there were no serious complica-
tions, no matter how long the duration of the
Asthma, could not be cured."

THE GREATEST
English Physicians
have used and pre-
scribed Dr. Hair's
Asthma Cure, and
Doctors are every-
where prescribing
it for their patients
acknowledging its
phenomenal success
and sound princi-
ples.

Professor G. J.
ALLMAN, M.D., F.R.S.,
L.D., Late President
of the British Asso-
ciation (the greatest
Scientific Society in
the World) wrote
that suffering him-
self from Asthma he
had used Dr. Hair's
Asthma Cure with
"marked success."



THE ROYAL PHYSICIAN,
Sir MORRIS MACKENZIE, who said he knew
many people benefited by Dr. Hair's Asthma
Cure.

Dr. Hair states in his Booklet that his successful treatment
"will enable the patient in two or three days to sleep in
bed without suffering, and if the directions are followed,
Health, Strength and Flesh will be rapidly restored."

Send for Dr. HAIR'S FREE BOOKLET to
A. S. WATSON & CO., LTD.,
Alexandria Buildings, HONG KONG.

COLGATE'S

Cleans teeth
the
right way

Agents:—HONGKONG TRADING CO., LTD.

NATIONALITY OF WIVES.
POSITION ALTERED BY RECENT
EVENTS.

A correspondent writes to *The Times* as follows:
By the law of this country as it stands to-day, a woman on her marriage com-
pulsorily acquires the nationality of her
husband. A British woman by the act of
marriage with an alien loses her British
nationality and assumes that of her hus-
band. An alien woman, on marrying a
British subject, acquires British nationality.

The history of the law on this subject is
interesting. By the common law of Eng-
land the nationality of a woman was not
affected by her marriage. If a British wo-
man married an alien she remained British.
If an alien woman married a British sub-
ject she remained an alien. In 1844 an Act
was passed providing that an alien woman
on marrying a British subject should be-
come a British subject. There was no pro-
vision in that Act for the loss of British
nationality by a British woman upon mar-
riage with an alien. Such a provision first
occurs in the Naturalisation Act of 1870,
and was continued in the Naturalisation
Act of 1914.

The debates in Parliament on the dis-
cussion of the Act of 1870 show that, at that
time, apart from questions of rights of pro-
perty, nationality was regarded largely as a
matter of sentiment. Inasmuch as the Act
of 1870 enabled an alien to hold land in this
country, the loss of British nationality by
a British woman on marriage with an alien
was not regarded as a matter of serious
importance. There was little or no indica-
tion of opinion that the high privilege of
British nationality should be carefully
guarded for reasons wholly apart from
property.

NEW DIFFICULTIES.

The whole position has been profoundly
altered by recent events. The world-wide
war has brought to light the real
significance of nationality, and the kindred
topic of allegiance. Farther than that, the
recognition of the rights and status of
women has, in the last few years, undergone
a great development. I need only point to
the recent grant of the franchise to women,
the recent legislation for equalising the civil
rights of men and women, and the modern
views as to the rights and duties of women
in the State. Grave objections to the
existing law have emerged into prominence.

Take the case of the British woman who
marries an alien. She loses all her civil
rights as a British citizen, and the principle
of equality of the sexes is violated. She
loses the franchise. She loses her right to
employment in the Civil Service, for by an
Act of 1919 no alien can be a Civil servant.
She loses her right to diplomatic protection
by the British Government when abroad.
Again, in time of war, she becomes sub-
ject to many restrictions and humiliations
consequent on being an alien; and, if married
to an enemy alien, she is liable to lose her
property.

Take the case of an alien woman who
marries a British subject. She obtains all
the privileges of British nationality without
complying with any of the conditions as to
residence, character, or otherwise which are
required on naturalisation. However
undesirable she may prove, she cannot be
deported as an undesirable alien. Moreover,
in war time, she is not subject to any of the
restrictions imposed on aliens. During the
late war she could not be interned, unless
under the exceptional conditions provided
for by the Defence of the Realm Act, 1914,
the Home Regulations. There were cases during
the war in which German women, spies and
other objectionable characters, went through
a form of marriage with British subjects of
small repute in order to carry on their
activities undisturbed.

The case for an alteration of the law has
been greatly strengthened by the passage
of an Act in the United States on Sep-
tember 22nd last (Public No. 245, 67th Congress),
by which, on the one hand, a woman
citizen of the United States does not
automatically lose her United States
nationality by marriage with an alien, and,
on the other hand, an alien woman does
not automatically acquire United States
nationality by marriage with an American
citizen. During the debates in the
House of Representatives it was strongly
urged that the introduction of woman
suffrage had made it necessary that
a woman's citizenship should be deter-
mined by her own qualifications, and not
by the qualifications of her husband. The
opposition to the Bill was slight, and
eventually it was carried by 206 votes to 9.

There are no doubt objections felt in
some quarters in this country to the sug-
gested alteration of the law founded on
possible friction in the family, difficulties
arising from the laws of foreign countries,
and other reasons. But the alteration is
supported by representatives of all parties
in the House of Commons, and by all the
organised women's societies throughout the
country. The House of Commons on March
8th approved the appointment of a Joint
Select Committee of Lords and Commons to
investigate the subject.

A SONG OF 'SIXPENCE.

AN ANGRY FATHER AND HIS HONEST SON.

A twelve-years-old boy was last month
a patient in a London hospital recovering
from an operation which was preceded
by a thrashing administered by his
father. The boy considers that he was
the victor in a thoroughly unequal con-
test, and is waiting for the day of com-
plete recovery when he will be able to
heap coals of fire on the head of his
incredulous parent.

The boy's father had given him 6d.
to go out and fetch a packet of cigarettes.
The boy returned, said that on the way to
the shop his bootlace came undone, he
put the sixpence between his teeth and
scooped to fetch it, a boy came and
kicked him—and he swallowed the coin.

The father, after a brief consultation
with a chemist, decided that the boy must
either have lost or spent the sixpence,
and have told a lie to cover up the fact.
He dealt with him after the fashion of
fathers who have sons in need of reforma-
tion.

On the next day the boy persisted in
his story. His mother was worried and
took him to the hospital. An X-ray
showed that he had been telling the truth,
showed the location of the coin, and made
its extraction possible.

The boy, when recovering from his
operation, was given the adventurous coin
which he treasures, declaring triumphantly:
"Dad ought to take back that hiding he
gave me. I'll be able to buy his
cigarettes after all."

Mrs. Riddick Tells
How Cuticura Healed
Hands and Face

"I contracted a skin trouble of the
hands and face which took the form
of wet eczema. It spread
rapidly to various parts
of my arms and neck,
and the rash became so
bad that I found it al-
most impossible to get
a decent night's sleep.
The irritation was ter-
rible, and I was unable to carry out
my household duties.
My brother advised me to try
Cuticura Soap and Ointment. The
relief I felt after the first application
was marvellous. I continued using
them and now I am healed." (Signed)
Mrs. J. J. Riddick, 8, Webb Lane,
Hall St., Stockport, Eng.

These fragrant emollients are all
you need for all toilet purposes. Soap
to cleanse. Ointment to heal.

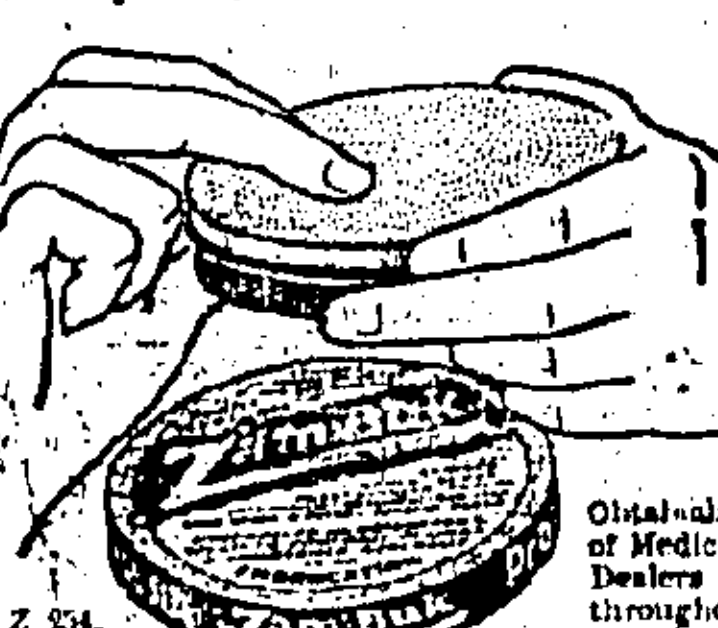
See Dr. Ointment 1s. 3d. and 2s. 6d. Sold
everywhere. Cuticura Soap 1s. 3d. and 2s. 6d.
Cuticura Soap 1s. 3d. and 2s. 6d. Sold
everywhere. Cuticura Soap 1s. 3d. and 2s. 6d.
Cuticura Soap 1s. 3d. and 2s. 6d. Sold
everywhere. Cuticura Soap 1s. 3d. and 2s. 6d.

11 52

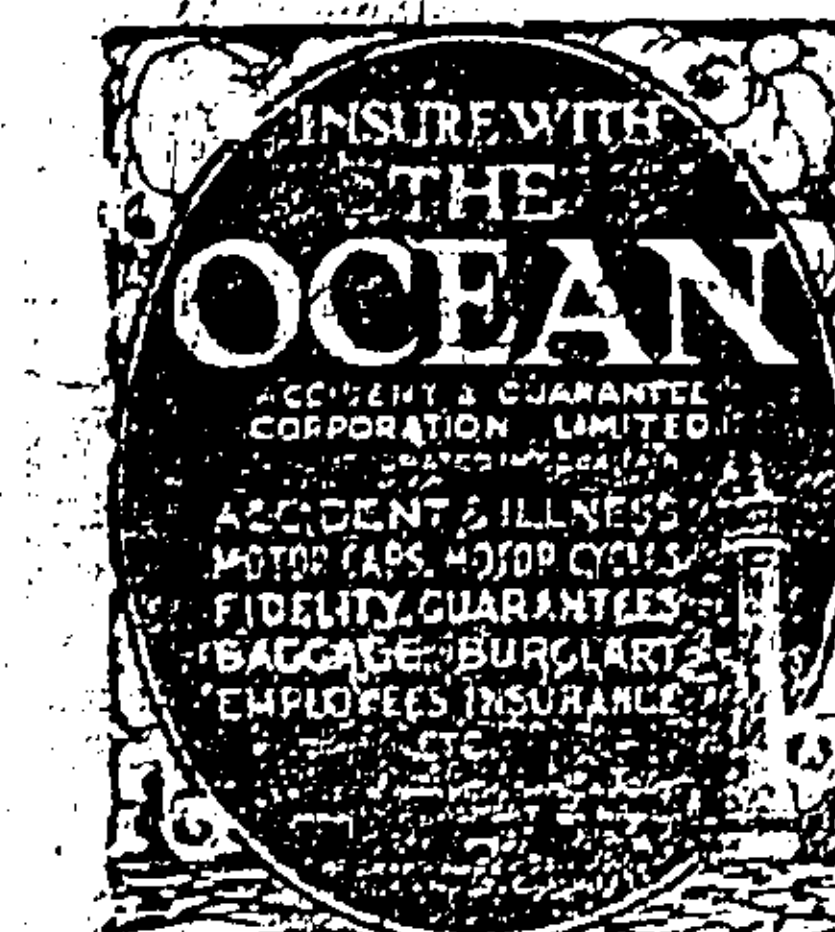
HEALING
IN EVERY TOUCH
Zam-Buk

ONE touch of Zam-Buk
starts Nature's healing
quicker and more effectively
than any other preparation
ever devised. Zam-Buk ex-
terminates the germs of skin
disease and makes a cut, wound
or sore, secrete against further
infection. In addition to its
remarkable antiseptic prop-
erties, Zam-Buk grows new
skin as by magic.

Compound scientifically from
rich and potent herbal essences,
Zam-Buk is Free from All Animal
Fat. No coarse impure ointment or
salve can compare with Zam-Buk.
It goes to the root of disease.
Invaluable in treating itch, ringworm
ulcers, piles, abscesses, bad legs, boils,
blood-poison, bites, burns, cuts, etc.

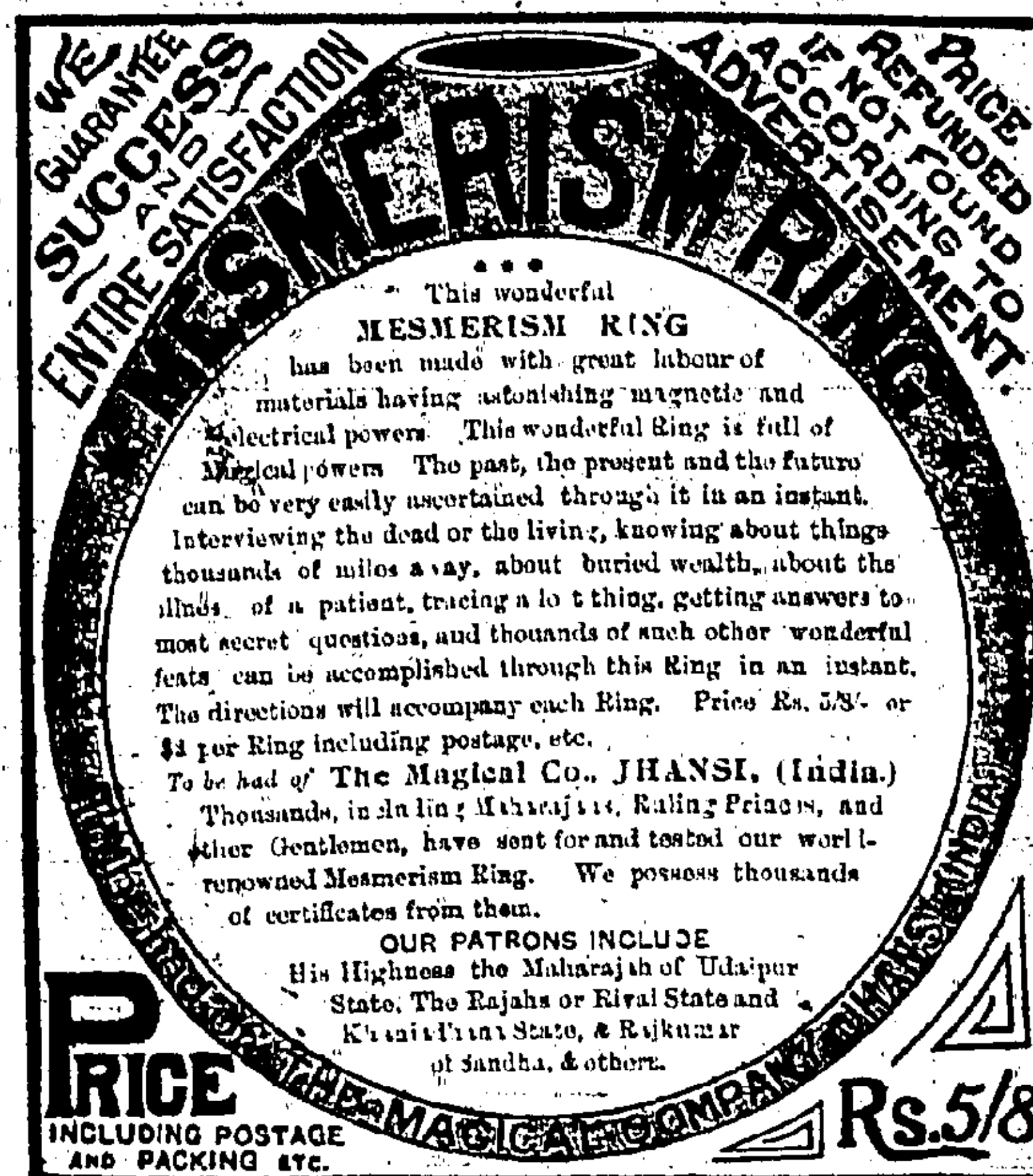


AGENTS: Wakefield & Co.,
60, Kiangse Road, Shanghai.



SHANGHAI OFFICE—
64, PEKING ROAD,
AGENTS in Hongkong:
and South China,
DODWELL & CO., LTD.
TELEPH. C. 1030. 2, QUEEN'S BLD.

THE WONDER OF THE AGE!



A FEW OPINIONS REGARDING

MESMERISM RING.

H. W. D. Edirisinghe, Boralukada, Ceylon, says: "The M. Ring is absolutely marvellous.
I am quite satisfied with it. Through it I traced four gold buttons which I had lost about
three months ago, and have also been successful to have an interview with my mother who
died about 40 years ago. It has done so many wonders."

Prof. S. V. Allen, Kusekonda, S. I. writes: "The M. Ring is showing me wonders. I
found many of my lost things through your ring. I am unable to describe its magical effects.
It is a wonderful one."

Shastri & Co., Mesmerism Institution, Ungole, write: "The M. Ring, that you sent, is
working on very well. By that we are able to make prophecies, and get always correct and
exact answers."

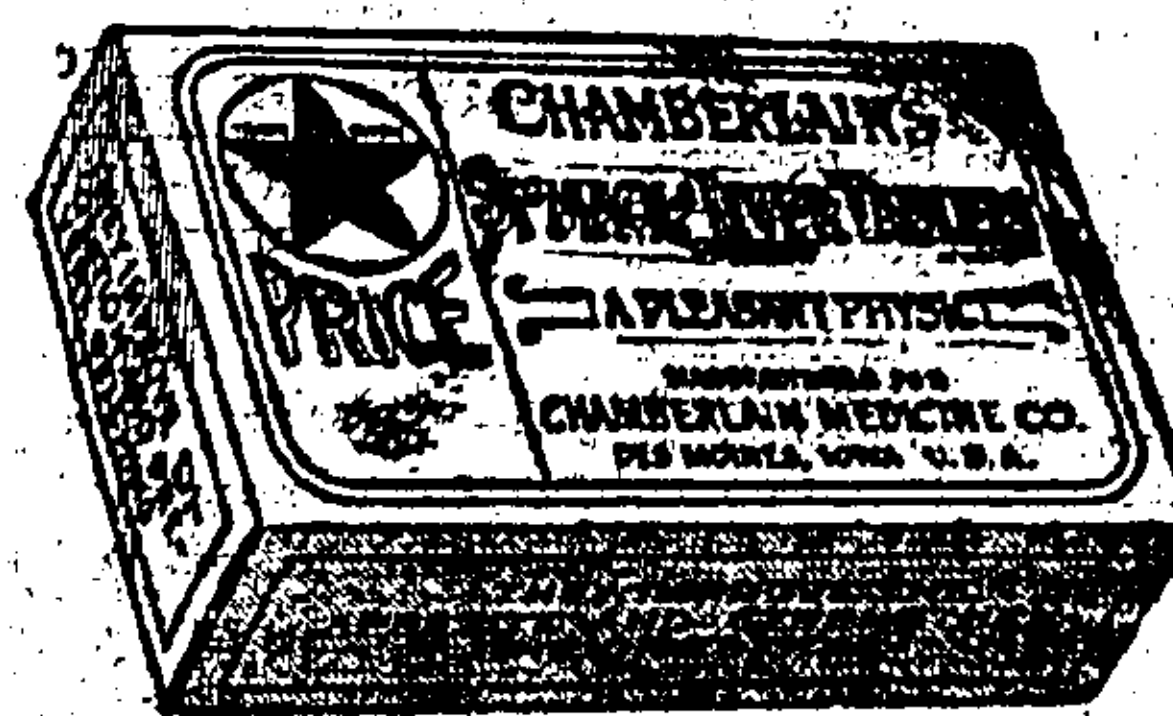
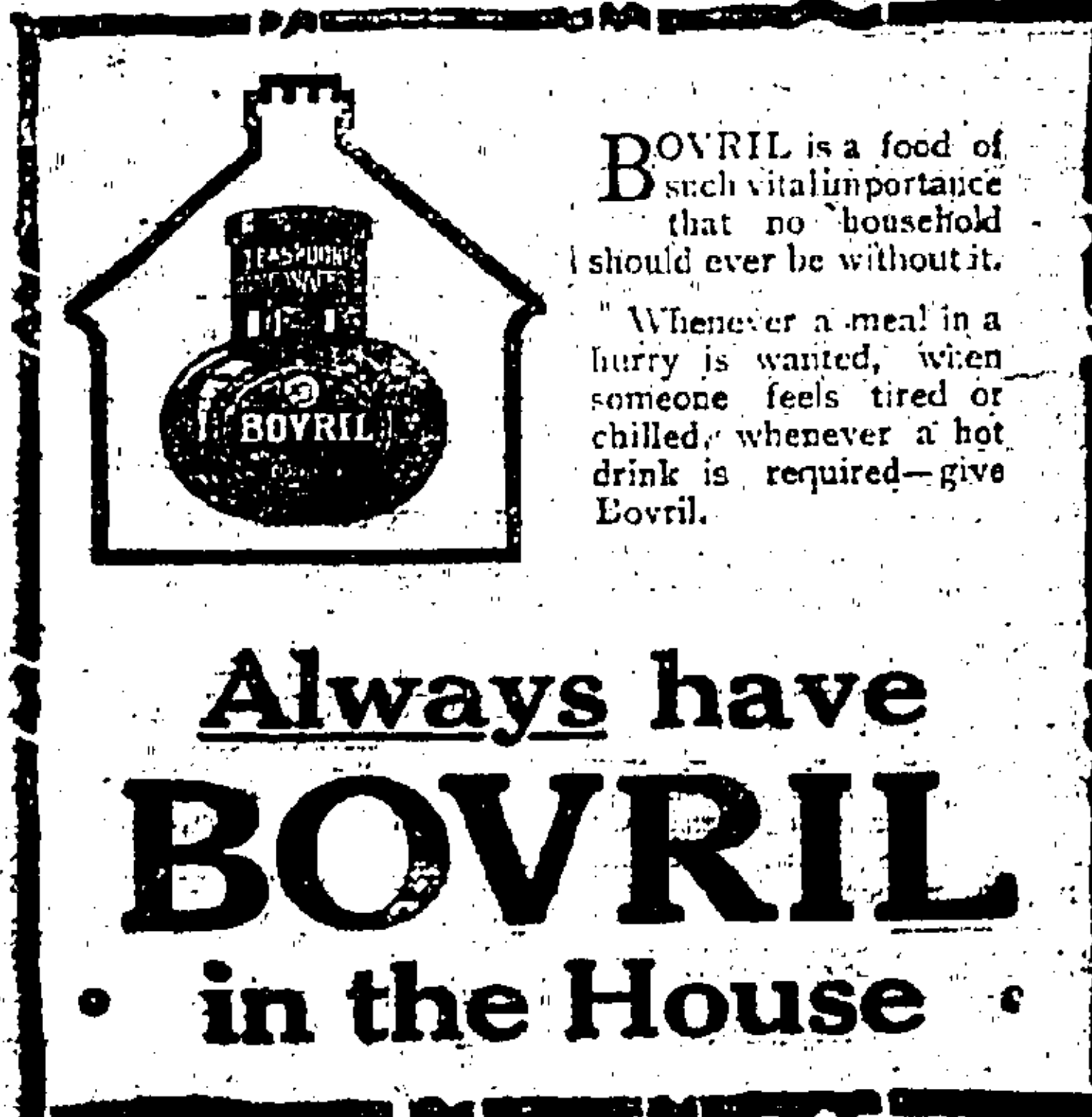
The President, W. S. A. for Spiritual Research, Chicago, U.S.A., says: "I am very much
pleased to see your M. Ring. It is really wonderful."

The Opinion of an Eminent Veteran Army Surgeon.

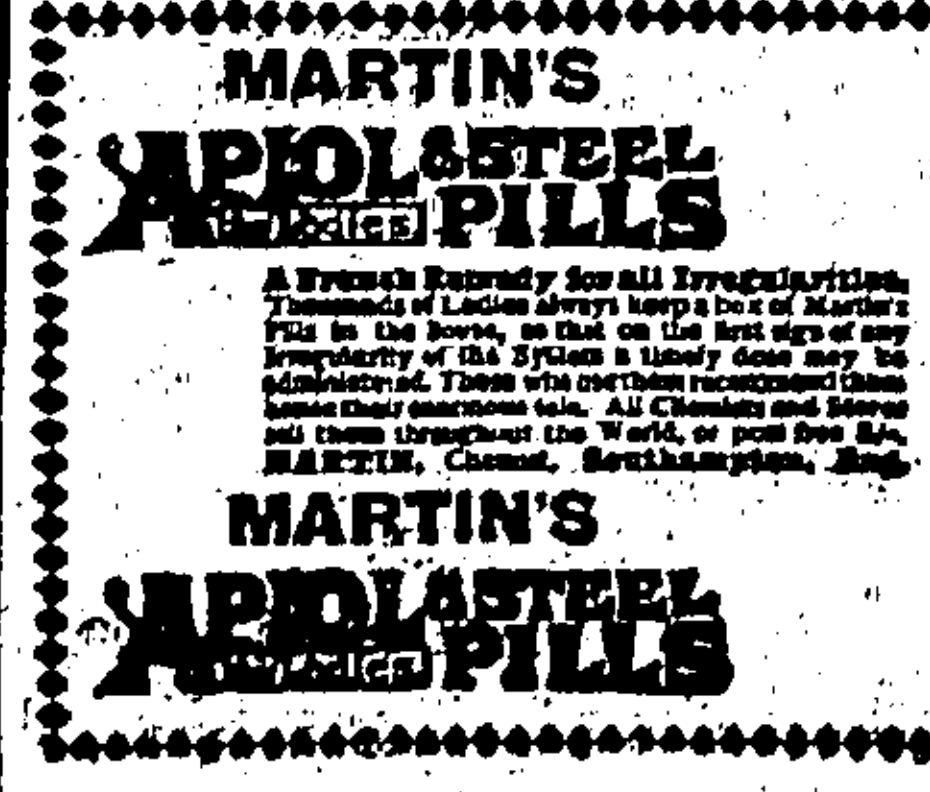
V. D. Arav, Esq., G.M.V.C. VETERAN ARMY SURGEON, Tunj, S.I. writes: "Your kind
parcel of the Mesmerism Ring duly to hand I am very much pleased with it, and have found
every thing quite true to your advertisement. Kindly send one Ring more."

By the aid of this Mesmerism Ring we have made a prophecy to Lord Harding, the
retired Viceroy & Governor-General of India, for which we have received thanks.
No V.P. or C.O.D. system available. Please enclose full price with your order and
address to

THE MAGICAL CO., JHANSI (INDIA).



WONG SIU WOON

BOOTS, SHOES & SLIPPERS
FOR LADIES, GENTS & CHILDRENBEST DESIGNS, PRICES MODERATE.
21 POTTINGER ST. PHONE 1424.



THERE is really little difference in the price you pay for Whiskies—good, bad and indifferent.

Why not get the maximum value for your money, and insist on Watson's "Jy. 10"?

JAMES WATSON & CO., LTD.
Distillers of Scotch Whiskies,
DUNDEE. Established 1815.
Tel. 638.

Agents:— **DONNELLY & WHITE.**

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Emil Kirdorf	9,000 tons	Middle of June
*Schoor	12,000 tons	Beginning of July
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—

HOMeward for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	10th June
*Emil Kirdorf	9,000 tons	calling at Manila.
*Schoor	12,000 tons	Middle of July
*Albert Vogler	9,000 tons	Beginning of August
*Carl Legien	9,000 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

25, Des Vaux Road Central.

Phone Central No. 478.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.
12th May, 1923.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574

Agents

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO, JAPAN

SOLE AGENTS

MITSUI BISSAN KAISHA LTD.

HONGKONG.

SHIPPING AND THE EMPIRE

TYPES OF SHIPS AND THEIR IMPERIAL TRADE ACTIVITIES.

III.

[BY COMMANDER H. RUNDLE, R.N.]

"These articles do not aim at being anything more than elementary. Their object is to interest the public in what may be described as the keystone of our Imperial structure—Shipping—and to show that our trade cannot be considered to be flourishing if a large portion of merchant tonnage is idle and if ships which are employed have not full cargoes.

Geography, if taught in the light of commerce and shipping, becomes a delightful subject. The romance of the sea then colours what might otherwise be a dull subject—or what, at least, is unfortunately so regarded by many of the young. Bring in the sea and all is changed. Take children down to the docks and show them the various types of vessels: tell them the kind of cargoes they bring home; describe the countries from which the cargoes have come. In short, paint pictures in place of presenting dry and uninteresting facts. Then will come a realisation of what the sea and commerce mean to ourselves and to our Empire. Viewed from this standpoint the British Empire Exhibition at Wembley next year may be described as a vast Imperial school.

The management of shipping is a highly specialised business. Ships, in order to pay their way, must be designed to meet the conditions of the localities in which it is proposed that they should trade. Considerations of size, of equipment, of speed, and many other factors vary according to the locality or trade route on which a vessel is employed. A steamer designed, for instance, for work in the tropics, differs in construction from one whose voyages are mainly confined to the North Atlantic. The dimensions of the docks and depth of water in the various harbours of the world are a governing factor in the size of vessels trading to them. Speed, too, is a question that must be studied, mainly from the economical point of view. Finally, a vessel may be intended primarily for a particular trade—frozen meat, fruit, oil, for instance. Such vessels, of course, differ radically from those which compete for general cargoes or cargoes in bulk.

CLASSIFICATION.

Merchant shipping has, therefore, come to be divided into four distinct types. There are, of course, variants of these types, but broadly speaking a merchant vessel may be classified as either a passenger steamer, an intermediate steamer, a cargo liner, or a tramp. As models of vessels belonging to all these types will be shown at the British Empire Exhibition, it is of interest to describe their main characteristics in a non-technical manner.

We are justly proud of our great passenger liners. On the other hand, it seems that, owing to their doings, their appointments and their millionaires' freightage bring what is journalistic circles is described as "good copy," the public has become somewhat obsessed with this type to the neglect of the less showy but perhaps more useful other types. In saying this no reflection is intended on the companies that specialise in passenger liners—the White Star and the Cunard. In building them they cater for a special purpose, in which luxury and speed are essential. But it will be remembered that it is the smaller passenger liners and the intermediate liners which form the links of Empire as far as the carrying of human freight is concerned.

In this connection certain companies have had Imperial associations extending over a long period. There are, to mention a few: the Peninsular and Oriental, whose ships will always be associated with India; the Aberdeen Line, so intimately connected with the history of Australia; and the Union Castle, a household word in South Africa. The fleet of the first named and its allied company, the British India, includes passenger liners, intermediate steamers and cargo liners; the Aberdeen Line is intermediate in character, whilst the Union Castle is of similar constitution to the P. & O. Another well-known company, the Royal Mail, has been associated with the West Indies for nearly ninety years, having received its Royal Charter in 1833, or one year earlier than the P. & O. Company.

In speaking of links of Empire reference must also be made to that great Canadian concern, the Canadian Pacific Railway Company, whose line steamers not only bridge the Atlantic, but form an extension to the Western terminus of the great trans-continental railway as far as Hongkong. This Company has recently acquired the fleet of the Allan Line, which, for nearly a century, had been closely identified with the development of Canada. The C.P.R.'s present fleet consists of 30 vessels, linking Canada with Europe, Asia, the Orient and Australasia.

INTERCOURSE IN PERSON AND BY LETTER.

It is the mail and passenger steamers of the above mentioned Companies and others, which maintain the flow of correspondence and of human beings between the various parts of the Empire. Mail subsidies and full passenger lists provide the means by which such vessels may be run at a profit. Cargo is but incidental.

Intermediate steamers, on the other hand, although they also carry passengers, rely mainly on the freight obtainable from cargo as the means of profit. The advantage to the shipper—of perishable goods especially—of a line of steamers which runs to schedule with almost the punctuality of railway trains, is obvious. If, added to this, the speed of transit is fairly high, there is the advantage of getting the goods on the overseas markets in ample time and in good condition.

The number of Companies that work this type of vessel is large, and generally speaking it may be said that they have built up a regular clientele. Some, of course, carry to this country particular cargoes for which their vessels are specially fitted, as for example, frozen meat and fruit, whilst on the outward voyage, they, in common with others, convey manufactured goods.

Cargo liners also run to schedule, but as the term suggests, their work is practically entirely devoted to cargo carrying. These vessels are analogous to the fast goods trains of the railway world. Like the intermediate steamers, some of them are devoted to special trades on the homeward voyage. Their regularity also appeals to shippers, although their average speed is generally less than that of the intermediate steamers.

It will be appreciated from what has been said that the profitable working of both intermediate steamers and cargo liners depends, to a very great extent, on a regular amount of cargo being available at the ports of call. The business organisation necessary to ensure full holds must be of a very high standard. Discharging a portion of their cargoes at each of the outward ports of call, they fill up again on the homeward journey, to discharge finally at one or more of the home terminals.

Excluding grain, sugar and other foodstuffs which are carried in bulk, it is the intermediate steamers and the cargo liners that bring to us necessities from all over the Empire—bacon from Canada, beef from Australia, mutton from New Zealand, butter and cheese from New Zealand and Australia, tea from India and Ceylon, fruit from South Africa and the West Indies, and so on.

To the Dominions and the Colonies they carry the products of our factories. Their activities are, therefore, truly Imperial, as they make possible that exchange which is the basis of all trade. That they will benefit by the increased inter-Imperial trade which the British Empire Exhibition will secure is obvious.

There now remains to be considered the type of vessel that tramps the oceans of the world in search of cargoes—the tramp steamers.

THE KING'S CHAPLAIN ON AMERICANS

KINDLY EYES AND HARD CHINS.

The King's chaplain, the Dean of Windsor, the Very Rev. Albert Victor Baillie, recently ended a picturesque lecturing tour of the United States by presenting the Press with a vivid character sketch of the American nation.

"It is a land," he said, "of violent contrasts. Nowhere else is there a class so unblushingly given to the worship of Mammon. But in no other land have I found so many men wholeheartedly sacrificing opportunities of wealth and power to serve their country and fellow-men without reward or recognition."

"Nowhere else is there such blatant vulgarity, yet no other country has such exquisite elaborate refinement. No country has such brutal lawlessness, such tender, affectionate home life, such arrogant conceit, and at the same time such shrewd, almost cynical, insight."

"It's personality is very real to me," added the Dean. "The predominant feature is kindness. In my mind, the American face, which has formed itself out of countless faces I've watched, has always kindly eyes. The mouth is sometimes hard, the chin sometimes tells of almost ruthless pushing through to success. But the eyes are kind, and this kindness is reflected in endless courtesies of which American social life is full."

DEBTS OWING TO BRITAIN.

In the House of Commons on March 28th, Major Boyd-Carpenter (Financial Secretary to the Treasury) informed Mr. Jowett that the amount of the loans owed by foreign Governments to this country on account of war loans and loans for relief and reconstruction on March 31st, 1922, was £2,017,218,223. As regards the greater part of the debt, interest had been added to capital and additional bonds obtained. Apart from Russia (including America) no Government had actually defaulted, though correspondence was proceeding with Serbia and Poland as regards delivery of bonds.

THE NEW FRENCH REMEDY. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

See for details of these Remedies in the French and English Editions of the "THERAPION" No. 1 for Chronic Venereal Disease, No. 2 for Chronic Venereal Disease, No. 3 for Chronic Venereal Disease. Sold by LEA'S DISPENSARY, 10, BROADWAY, LONDON, E.C.4. All Trade Names Used. "THERAPION" is a registered trademark. See for details of these Remedies in the French and English Editions of the "THERAPION" No. 1 for Chronic Venereal Disease, No. 2 for Chronic Venereal Disease, No. 3 for Chronic Venereal Disease.

INDO-CHINA

STRAM NAVIGATION COMPANY, LIMITED.

SATINGS	SUBJECT TO ALTERATION.	1923
RAIPHONG via HOIHOW	"MINGSANG"	11th May, 10 a.m.
TIENTSIN	"CHIEPCHING"	11th May, Noon
MANILA	"FOONGSANG"	11th May, 3 p.m.
RAIPHONG via SWATOW	"KWAISANG"	14th May, Noon
RAIPHONG via SWATOW	"NAMSANG"	14th May, 3 p.m.
SHANGHAI via SWATOW	"TUNGSHING"	14th May, Noon
SHANGHAI via SWATOW	"TUNGSHING"	14th May, 3 p.m.
Kobe via MOJI	"FOONGSANG"	14th May, Noon
Kobe via MOJI	"LAISANG"	14th May, 3 p.m.
RAIPHONG via SWATOW	"HOSANG"	14th May, Noon
RAIPHONG via SWATOW	"HOSANG"	14th May, 3 p.m.

CAICUTTA LINE—This line affords regular sailings to Calcutta, Pondicherry, and other ports on the East Coast of India. All steamers have excellent passenger accommodation, and are fitted with wireless and carry a fully qualified Surgeon.

PERSONAL LIFE—Sailings approximately every third day between Calcutta and other ports on the East Coast of India. Through bills of lading can be obtained at Calcutta. All steamers are fitted with wireless and carry a fully qualified Surgeon.

MANILA LINE—Sailings approximately every third day between Manila and other ports in the Philippines. Through bills of lading can be obtained at Manila. All steamers are fitted with wireless and carry a fully qualified Surgeon.

BAIJHONG LINE—Sailings approximately every third day between Baidong and other ports in the Philippines. Through bills of lading can be obtained at Baidong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

BOENHO LINE—Sailings approximately every third day between Boenho and other ports in the Philippines. Through bills of lading can be obtained at Boenho. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

RAIPHONG LINE—Sailings approximately every third day between Raiphong and other ports in the Philippines. Through bills of lading can be obtained at Raiphong. All steamers are fitted with wireless and carry a fully qualified Surgeon.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Monday, 14th May, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER

TELEPHONE: CENTRAL No. 15

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"GLENHARRY"	19th May	"GLENHARRY"	17th May	Rotterdam and Hamburg
"GLENLAD"	24th June	"GLENLAD"	24th June	Genua, London, Rotterdam and Hamburg
"GLENLIFE"	18th June	"GLENLIFE"	18th June	Genua, London, Rotterdam and Hamburg
"CARNARVONSHIRE"	2nd July	"GLENAMOX"	1st June	London, Rotterdam and Hamburg

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

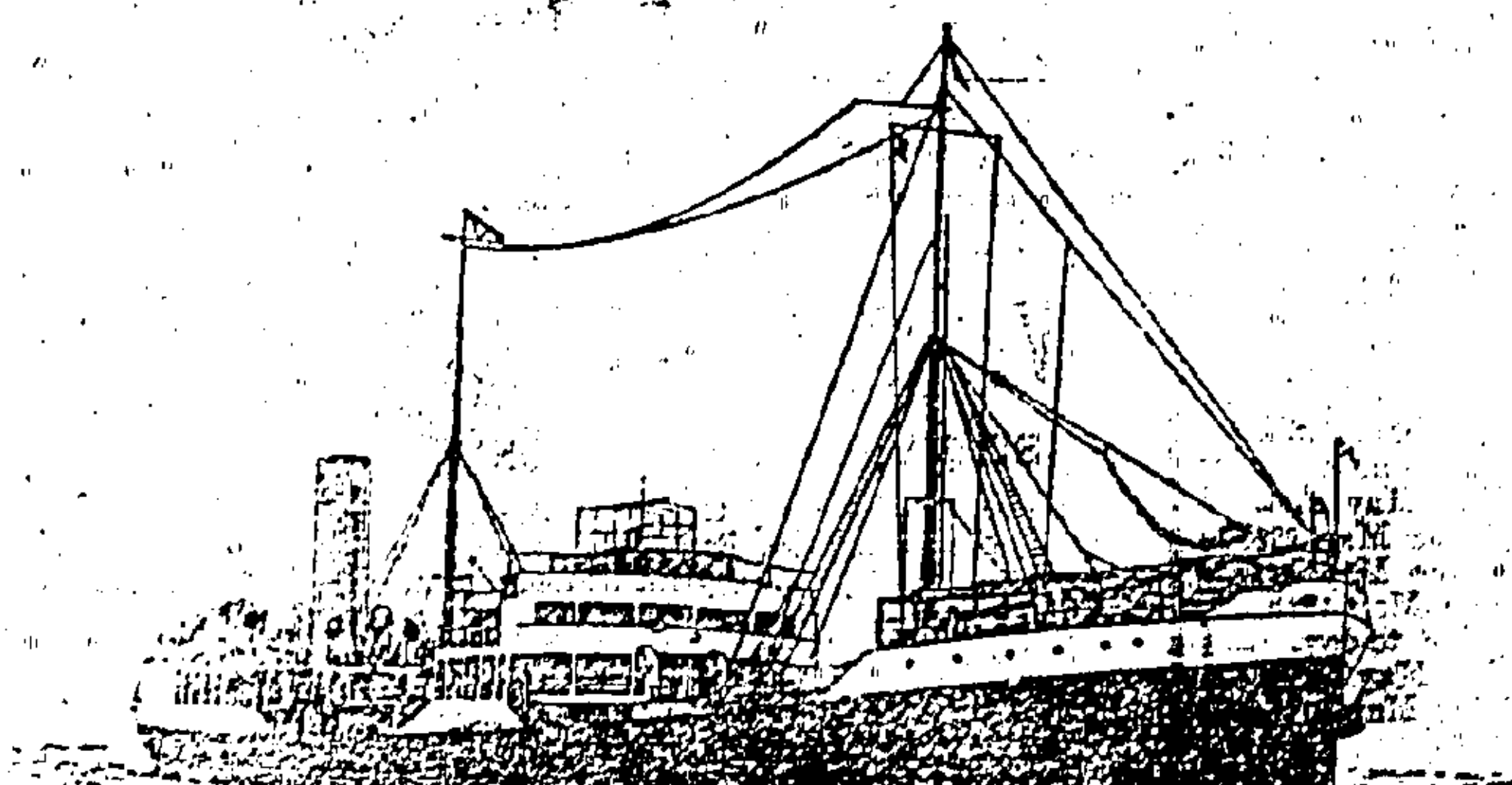
Telephone: Central No. 215 sub-ex. 23 and Central 1595

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

4270' x 531' x 310' x 9,400 tons d.w. x 2100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. MDYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

1. "CITY OF MANCHESTER" 9th June ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

2. "CITY OF FLORENCE" 10th May ... London, A'werp, R'dam. & Hamburg.
3. "CITY OF TORIO" 5th June ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

4. "CITY OF TORIO" 5th June ... Marseilles, London, A'werp. & Hamburg.
5. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London & Hamburg.

"CITY OF TORIO" "C" Class Steamer. Fare: Hongkong-London £65.0.0.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 759)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "EURYLOCHUS" ... via Suez Canal ... 15th May.
2. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.
3. "OANPA" ... via Suez Canal ... 5th June.
4. "CITY OF PITTSBURG" ... via Suez Canal ... 15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JONES SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	14th May
AMBOISE	20th May
CORDILLERE	25th May
ANGERS	29th May
CHILI	3rd June
PORTOIS	10th July

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

1st Class ... 2nd Class ... 3rd Class ...
Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "IT. ST. LOUBERT-BIE" loading for HAVRE, ANTWERP & DUNKIRK, about 11th May.
2. "MEINAM" loading for HAVRE, ANTWERP & DUNKIRK, about 30th May.

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 12
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

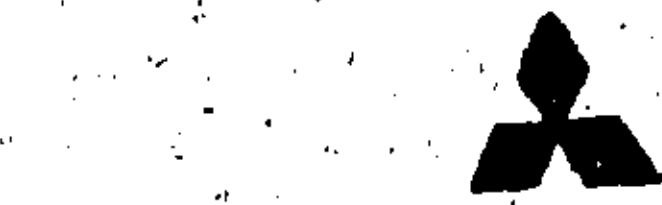
(Occupying 8 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Friday, 11th May, at 12 Noon.
HAIHONG ... Capt. J. B. Thomson ... Tuesday, 15th May, at 1 p.m.
HAIHONG ... Capt. W. C. Farnmore ... Friday, 18th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,
General Managers.



JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,900	16th May, 4 p.m.	Marseilles, London & Antwerp.
"RYANZA"	7,900	30th May	Marseilles, London & Antwerp.
"SOUDAN"	6,700	5th June	Suez, Penang, Colombo & Bombay.
"LAHORE"	6,353	12th June	Suez, Colombo & Bombay.
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp.
"DELTA"	8,097	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,813	28th June	Suez, Penang, Colombo & Bombay.
"MALWA"	10,341	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	8,099	25th July	Marseilles, London & Antwerp.
"SOUDAN"	6,586	28th July	Suez, Penang, Colombo & Bombay.
"KASHGAR"	9,917	8th Aug.	Bombay, Marseilles, London & Antwerp.
"RYANZA"	8,241	22nd Aug.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	10,575	5th Sept.	Marseilles, London & Antwerp.
"DONGOLA"	8,036	19th Sept.	Bombay, Marseilles, London & Antwerp.
"MANTUA"	10,902	3rd Oct.	Bombay, Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"TORILLA" 5,205 13th May Singapore, Penang & Calcutta

FASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,600 2nd June Marseilles, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (Sign Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"SARDINIA" 6,584 11th May, D.L. Shanghai, Moji, Kobe & Yokohama.
"CHAKRATA" 5,883 17th May Kobe only.
"DELTA" 8,097 20th May Shanghai, Moji, Kobe & Yokohama.
"SOUDAN" 8,097 24th May Shanghai only.

All dates are approximate and subject to alteration without notice.

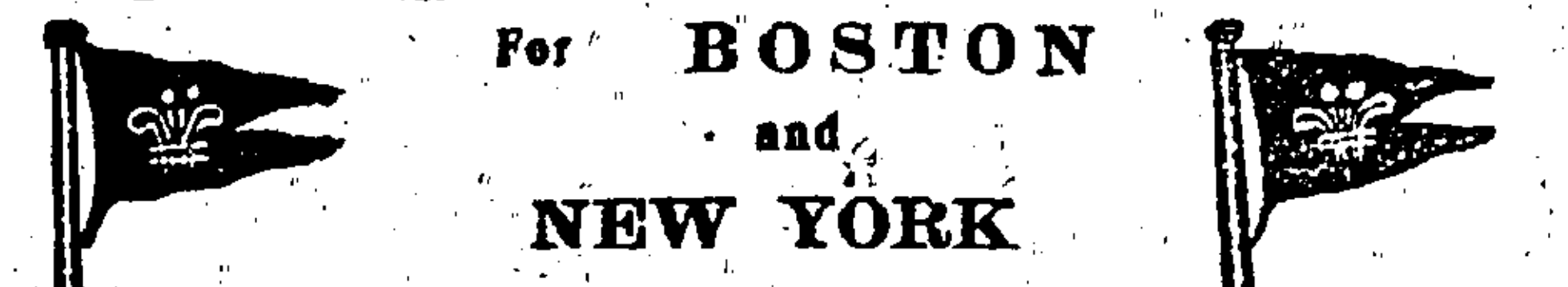
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Class Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (and/or New York) by fast freight steamers.



S.S. "EASTERN PRINCE" ... on or about 18th May.
S.S. "ROMAN PRINCE" ... on or about 11th June.
S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3164 (Incorporated in Great Britain)
Telegrams (Furness) Agents, 21, George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, BREITENBURG & ANTIWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
"AMAZON MARU" (Omitting Marseilles) ... Sunday, 13th May
RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.
"PANAMA MARU" ... Friday, 1st June
BOMBAY—fortnightly service via Singapore and Colombo.
"SUMATRA MARU" (calling at Penang) ... Monday, 21st May
"ALTA MARU" ... Tuesday, 22nd May
SAIGON, HANOI & SINGAPORE—Regular monthly Passenger Service
"KIBU MARU" ... Friday, 1st June
CALCUTTA—Monthly Service via Singapore and Colon bo.
"HONOLULU MARU" ... Wednesday, 6th June
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"AFRICA MARU" ... Wednesday, 16th May
NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco—Panama and Colon Ports.
"HAMBURG MARU" ... Saturday, 7th July
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.
"BEKKO MARU" (Moji direct) ... Sunday, 20th May
"ATLAS MARU" ... Monday, 21st May
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KALIO MARU" ... Every Sunday, Noon.
"AMATEA MARU" ... Thursday, 10th May
TAKAO via SWATOW & AMOY.
For sailing dates and further particulars please apply to:
K. BEHMA, Manager.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
NEWCHWANG	"SHANSHI"	On 10th May, Noon.
SWATOW & SHANGHAI	"SHUNNING"	On 10th May, 2 p.m.
NEWCHWANG	"HUPEH"	On 12th May, Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 12th May, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 13th May, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 14th May, Noon.
SWATOW & SINGAPORE	"KAYING"	On 14th May, Noon.
AMOY, SHANGHAI & PUKOW	"KANCHOW"	On 15th May, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 15th May, Noon.
MANILA	"TEAN"	On 15th May, 4 p.m.
HAIHOW & SINGAPORE	"CHINHUA"	On 17th May, 11 a.m.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 18th May, Noon.

Excellent Saloon accommodation, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JONES SWIRE & SONS, LTD.)
CARGO & PASSENGER CAN BE RETURNED AT THE OFFICE OF BUTTERFIELD & SWIRE, John Swire & Sons, Ltd.

AUSTRALIAN ORIENTAL LINE

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Tinian & Aus. Ports
"CHANGSHA"	...	21st May
		26th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE
(JONES SWIRE & SONS, LTD.), Agents.
Telephone Central No. 36.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 10th May.
Leave Hongkong 10th May.

CALCO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.S. "Munra" ... Due Hongkong 15th May.
Leave Hongkong 15th May.
U.S.S. "West Ivan" ... Due Hongkong 10th June.
Leave Hongkong 11th June.
*Omits Saigon.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SEEN.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone Central No. 3008.
U. P. BRADFORD, Res. Agent.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

1. "KENDAL CASTLE" ... sailing on or about 8th June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT.
FUMEs having been re-opened for trade, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

1. "NIIPPON" ... sailing on or about 7th June.
2. "FIUME-L" ... sailing on or about 23rd June.

FOR SHANGHAI, YOKOHAMA & KOBE.

1. "FIUME-L" ... sailing on or about 31st May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMSINGA" ... sailing on or about 21st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED.

Agents

